

*A New Look at Highway Collisions*  
A Harvard Study

# The Teamsters Salute Indianapolis

INDIANAPOLIS, the capital of Indiana, is also the speed capital of the nation; the site of the exciting Memorial Day 500-mile auto race. On that day all eyes focus on this 23rd-ranking U. S. city and its usual 470,464 population, largest Indiana city, swells to a bursting point.

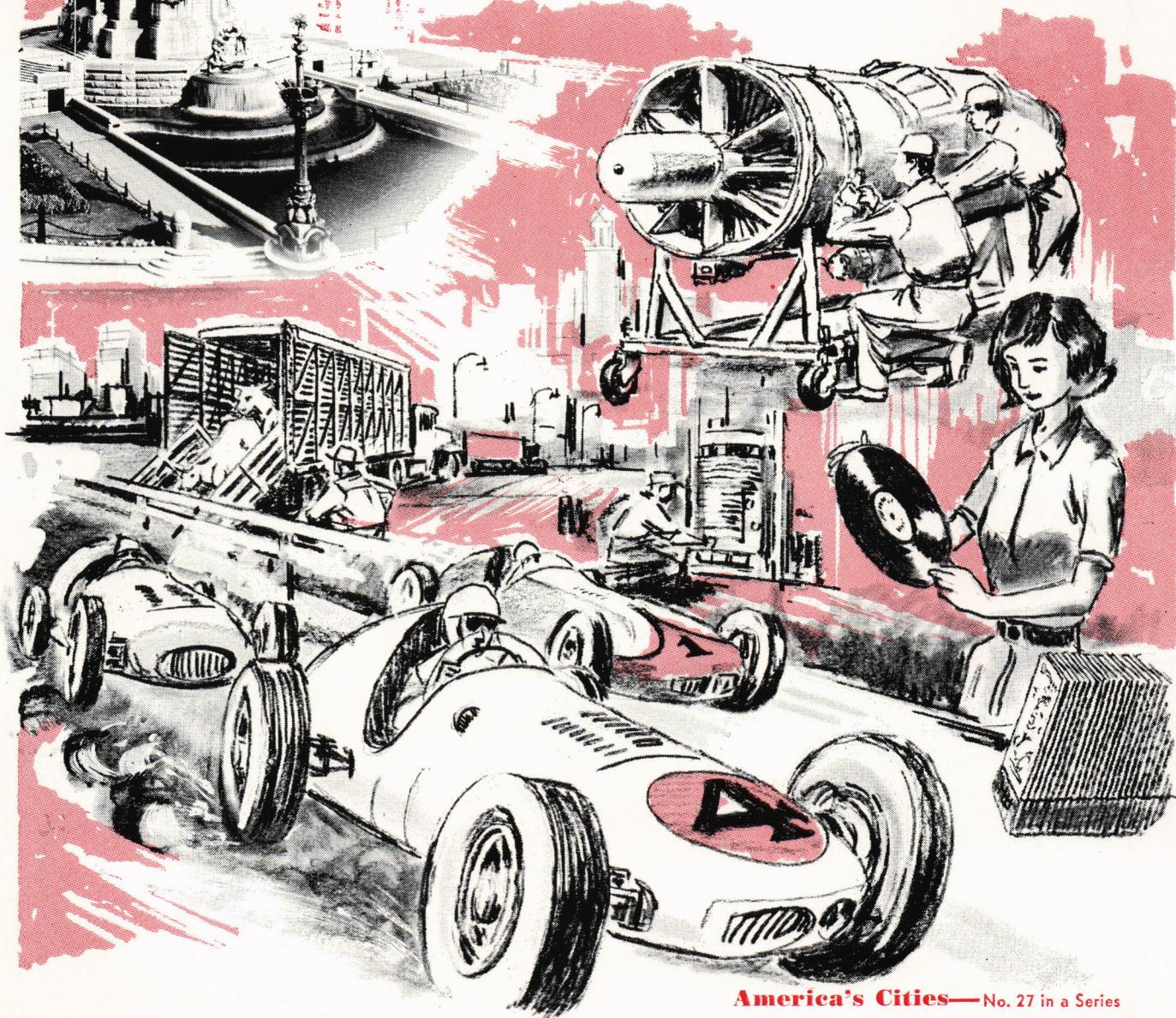
The motor speedway, a 2½-mile paved oval, was built in 1909 and has been continuously enlarged and improved. Nearly 200,000 pack into it each Memorial Day and millions more watch on television. A museum of racing classics is adjacent to the main entrance.

The first settler here was named George Pogue, who built a cabin at the junction of Fall Creek and White River in 1820. In 1824 it was selected as the state capital site. In 1830 the National Road (now U. S. 40) came to budding Indianapolis. Water power was developed in 1839 and grist, paper and woolen mills resulted. In 1847 the first steam train entered, starting it as a rail center. The nation's first union station was opened here in 1853. In the center of a grain and livestock area, Indianapolis became a Civil War supply center for Union forces and grew

tremendously. Growth was aided by foresighted city planning and the city was one of the first to adopt electric street lighting. In 1900 natural gas was introduced and industrial activity boomed.

Today metropolitan Indianapolis has a work force of about 310,000 employed in more than 1,100 plants producing about 1,200 different commodities. Leading products are airplane and truck engines, pharmaceuticals, castings, phonograph records, radio and TV sets, canning and meat packing, earth-moving machinery, paper products, telephone equipment and trucks. Transport needs are served by six railroads, six airlines and more than 100 truck lines making an estimated 800 trips daily over seven major U. S. highways. An estimated 78 per cent of manufacturing employees are unionized.

There are eight centers of higher learning. The wide and shaded streets, numerous parks and winding streams make the city a pleasant one for residents. Teamsters, 15,550 strong, are members of four local unions in Joint Council 69 with a total membership of 39,300. To them and all Indianapolitans, a prairie-sized salute!



## GENERAL EXECUTIVE BOARD

**JAMES R. HOFFA**  
General President  
25 Louisiana Ave., N. W.,  
Washington 1, D. C.

**JOHN F. ENGLISH**  
General Secretary-Treasurer  
25 Louisiana Ave., N. W.,  
Washington 1, D. C.

**JOHN T. O'BRIEN**  
First Vice President  
4217 S. Halsted St.  
Chicago 9, Ill.

**JOSEPH J. DIVINY**  
Second Vice President  
25 Taylor St.,  
San Francisco 2, Calif.

**EINAR MOHN**  
Third Vice President  
870 Market St.,  
San Francisco 2, Calif.

**HARRY TEVIS**  
Fourth Vice President  
535 Fifth Ave.,  
Pittsburgh 19, Pa.

**JOHN O'ROURKE**  
Fifth Vice President  
265 W. 14th St.,  
New York 11, N. Y.

**THOMAS E. FLYNN**  
Sixth Vice President  
100 Indiana Ave., N. W.,  
Washington 1, D. C.

**GORDON R. CONKLIN**  
Seventh Vice President  
320 University Ave.,  
St. Paul 3, Minn.

**JOHN B. BACKHUS**  
Eighth Vice President  
N. W. Cor. 11th and Chew Sts.  
Philadelphia 41, Pa.

**GEORGE MOCK**  
Ninth Vice President  
Heckes Bldg.,  
831 H St.,  
Sacramento 14, Calif.

**MURRAY W. MILLER**  
Tenth Vice President  
1330 N. Industrial Blvd.,  
Dallas 7, Texas

**HAROLD J. GIBBONS**  
Eleventh Vice President  
25 Louisiana Ave., N. W.,  
Washington 1, D. C.

**ANTHONY PROVENZANO**  
Twelfth Vice President  
707 Summit Ave.,  
Union City, N. J.

**FRANK FITZSIMMONS**  
Thirteenth Vice President  
2741 Trumbull Ave.,  
Detroit 16, Mich.

**TRUSTEES**

**JOHN ROHRICH**  
2070 E. 22nd St.,  
Cleveland 15, Ohio

**RAY COHEN**  
105 Spring Garden St.,  
Philadelphia 23, Pa.

**FRANK J. MATULA, JR.**  
1616 W. Ninth St.,  
Los Angeles 15, Calif.

# THE INTERNATIONAL *Teamster* DEDICATED TO SERVICE

Official magazine of the International Brotherhood of Teamsters, Chauffeurs, Warehousemen and Helpers of America, 25 Louisiana Ave., N. W., Washington 1, D. C.

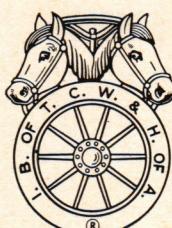
Volume 59, No. 6

June, 1962

<b>Harvard Study: Death by Driving</b> <i>suggests new approach needed in accident control</i>	<b>10</b>
<b>New York Teamsters Pioneer in Health Care</b> <i>new program seeks quality care for members</i>	<b>14</b>
<b>Labor Secretary Goldberg Taken to Task</b> <i>civic leader deplores New York 'sweatshops'</i>	<b>25</b>
<b>Teamsters Attack 'Gray Area' Operators</b> <i>support regulatory law for all motor carriers</i>	<b>28</b>

### On Page 25, a SPECIAL REPORT:

### Stop-Gap Kerr-Mills Medicare Plan Fails Test



The International Teamster has an average monthly circulation of 1,433,000 and an estimated readership of 3,800,000 (based on average impartial surveys of periodicals). It is the largest labor publication in the world.

Editorial material should be addressed to:  
Teamsters Union, Office of Public Relations and Publications,  
25 Louisiana Ave. N. W., Washington 1, D. C.

17  17

POSTMASTERS—ATTENTION: Change of address cards on Form 3579P should be sent to the International Brotherhood of Teamsters, Chauffeurs, Warehousemen & Helpers of America, Mailing List Department, 810 Rhode Island Avenue, N. E., Washington 18, D. C. Published monthly at 810 Rhode Island Avenue, N. E., Washington 18, D. C., by the International Brotherhood of Teamsters, Chauffeurs, Warehousemen & Helpers of America, and second class postage paid at Washington, D. C. Printed in U.S.A. Subscription rates: Per annum, \$2.50; Single Copies, 25 cents. (All orders payable in advance.)

## **Message from the General President**

### **Kennedy's Policies and the Poor**

DEPENDING UPON whose set of statistics one chooses to recognize, there are between 40 and 70 million Americans who today live in chronic poverty.

This is the group which never came along with the rest of society during the late 1930's and 1940's when the country began to recover from the Great Depression. This is a group for which there is currently no hope because current government programs don't reach down to the level of their problems. This is a group for which poverty has become a way of life.

It is a group upon which President Kennedy's wage restraint policy promises to weigh most heavily. Certain to feel the impact will be the nation's minority groups, such as the Negro whose job offers little opportunity for increased productivity—the Kennedy guideline for wage increases—or whose job offers little opportunity for advancement to higher paying positions.

The American Negro does not in any great instance work on the production line, thus giving him a shot at Kennedy's productivity incentive. Instead, he works, for the most part, at America's dirty jobs in the service trades, in food service jobs not covered by minimum wage laws, or in menial and miserably paid agricultural jobs.

As chief architect of the Landrum-Griffin Act, President Kennedy himself bears the responsibility for the manner in which today's labor laws impede organization of the nation's chronically poor. His administration has interfered more in the free collective bargaining process than any administration before, and he pressures for even greater power in settling what he calls "national emergency strikes."

With present behavior as the only guideline, we can expect that the executive branch will interfere more and more in the collective bargaining process, even though executive branch publicists tell us this isn't so.

Under the Kennedy approach to collective bargaining, America's minority groups—yes, even U. S. whites displaced by machine and forced out of union jobs and into the occupations of the chronically poor—have little hope in the New Frontier.

The problems of America's chronically poor have been kicked under the rug since the nation's recovery from the Great Depression of the 1930's. When their number was much smaller, it was an easy matter to dismiss them as just that class of "lazy" Americans who wouldn't work if they had a job, or as that group which figures the government owes them a living. But now that the group has grown to between 40 to 70 million, depending upon which estimate one uses, it is no longer possible to make them politically invisible by prejudging them as "lazy" and "shiftless" and as "just standing around waiting for someone to take care of them."

Unfortunately, for the millionaire from Massachusetts, the problem of America's chronically poor reached major proportions during his administration. It can no longer be swept under the rug. No longer can the welfare of the state be administered to save and rehabilitate only those fallen from the middle class.

The time has come when the nation's chronically poor must be helped, or as a group they threaten to decay the entire economic system—even if through no choosing of their own.

To help this group is not a matter of being a shaggy-haired liberal demanding that the wealth be shared equally among all men. It is the necessity of outlining and fighting for adequate and long-range plans rather than proposing stop-gap measures.

It is a matter of using the office of the President for the benefit of the nation's poor with the same persuasion and the same enthusiasm for the chase as Kennedy used it in the steel price struggle.

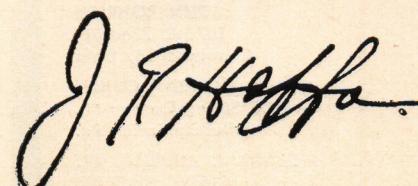
Americans are world famous for their happy ability to pretend an unpleasant fact is not true. That is what this nation has done with its chronically poor. Thus far, President Kennedy seems not only content to play the game of ignoring the facts, but actually willing to set guidelines which permanently seal the fate of the nation's chronically poor.

He has, in fact, taken on the sheen of mediocre presidents before him. This administration, thus far, has:

1. Proposed a tax-break for big business, and left April 15th as usual for the wage earner.
2. Led a fight for an increase in the federal minimum wage law which completely ignored those who need a federal minimum wage the most, the nation's chronically poor.
3. Used the injunctive provisions of Taft-Hartley against the nation's wage earners in every strike of major size, regardless of its impact on national security, and now seeks even greater powers to enjoin wage earners from striking to get higher wages.
4. Set up guidelines for collective bargaining which wipe out freedom at the bargaining table, guidelines which encourage management to bargain in bad faith until the government steps in with its recommendation for a settlement.
5. Set up commission after commission to study labor-management relations problems, commissions which have come back with recommendations which do nothing but wipe out wages and conditions won by years of hard effort at the bargaining table and on the picket line.
6. Completely ignored all party platform promises for repeal of obnoxious sections of the nation's battery of labor law.

Those are just some of the areas in which Kennedy has proved that he is no different than other presidents before him.

Union men and women will feel the pinch of his wage restraint policy. But the nation's 40 to 70 million chronically poor will bear the real burden of the decree. The President's current policy says: We shall all be content with that slice of the economy we now have, and there will be no increase unless one can realize an increase from profits rather than wages.



## STATE OF THE UNION

### • Vendetta Continues

ATTORNEY GENERAL Bobbie Kennedy late last month took another step in his continued vendetta against the International Brotherhood of Teamsters and its president, James R. Hoffa.

Operating in a manner befitting the Justice Department under the guidance of President Kennedy's younger brother, the department's public information office late Friday, May 18th, alerted all national wire services and Washington correspondents that it had a release concerning James R. Hoffa which it was turning loose at 5 p.m.

It was the indictment against the Teamster president which received big weekend play in the nation's daily press, as the attorney general knew it would.

Hoffa was not served with an official copy of the indictment until Tuesday, May 22, 1962.

This time, the antics of the Attorney General were too much for the *New York Times*, never a Hoffa booster. Said the *Times* editorially:

"A federal grand jury has indicted him (Hoffa) on charges of conspiring to violate the Taft-Hartley Act by accepting illegal payments from a Detroit trucking company. . . . The arrangement involved in the present complaint was first described in detail before a house investigating committee in 1953 (a committee headed by anti-union Republican Claire Hoffmann of Michigan.). It was aired again before the McClellan Committee four years later."

The *Times* stated that it was puzzled that the Justice Department was just learning of charges first made in 1947, and why no officers of the company are named as co-defendants with Hoffa.

"If there were illegal payments, the illegality was as much on the part of those who made them as those who received them," the *Times* reminded.

Making sure once again to its reading public that it is no friend of Hoffa,

the *New York Times* ended by saying: "But the law should be applied equally."

When informed of the indictment, Hoffa stated that it was merely for publicity purposes, one, which could prejudice his pending trial in Florida, and, two, to help cover up the Administration's embarrassment and involvement in the fast developing Billie Sol Estes influence scandal.

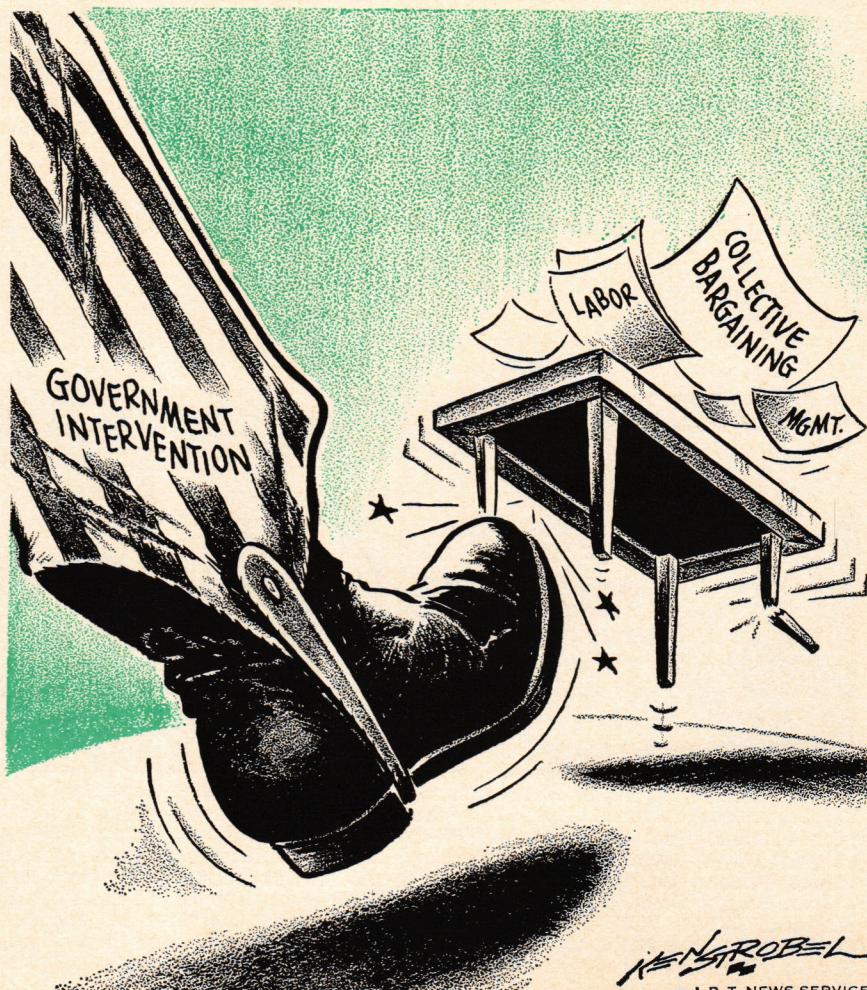
### • WCT Pension Meet

WAYS and means of improving the Western Conference of Teamsters

pension plan for members was the purpose of a recent meeting of pension trustees and local union representatives in San Mateo, California.

After a day of discussion, the more than 200 Teamster local union officials recommended that the trustees make a further study of the several possibilities presented by the actuaries and pension consultants who appeared at the meeting.

Among the most discussed possibilities for improving the pension was switching to a self-administered plan and establishing a reciprocity with the pension plan in the Central Conference of Teamsters to enable rank-and-



## STATE OF THE UNION

file members to move from one conference to another without losing pension rights and coverage.

Attending the meeting for the International Union was Harold J. Gibbons who told the group:

"I came out here at the request of General President James R. Hoffa. The issue before you is simply a question of policy, and as the chosen representatives of your members you must face up to it. It is the responsibility of the trustees and representatives of trade unions to get the best return out of the premiums paid into the plan."

Discussions and comparisons of various pension plans showed that payouts from the Central Conference of Teamsters Pension Plan in 1961 were \$15 million, from the Western Conference plan, \$6 million, although the plans are approximately the same size and have been in existence approximately the same time.

It was revealed that the average pension in the Central States is \$180 per month, while the average pension in the Western Conference is \$47 monthly.

Particular attention was given to provisions in the Western Conference plan for vesting and death and disability benefits. The discussion revealed that because of the vesting in

the Western Conference, it was necessary to put aside 25 per cent of the total pension income to provide for severance, death, vesting and disability payouts, or \$10 million even though total payouts for these purposes in 1961 amounted only to \$41,000.

There was general agreement that some form of reciprocity between the Western and Central plan be established.

Questions left for study by the trustees of the plan included:

1. Whether or not a new fund should be set up with premiums paid into this self-administered fund until such time as the Prudential fund is depleted by the payment of present benefits.

2. Whether or not benefits could be increased if the plan in the future is self-administered rather than remaining under the administration of the Prudential company.

3. Whether or not a new formula for paying pension benefits only might increase the maximum member benefit yield under the plan.

Maximum pension payment under the Western plan is \$150 monthly, and under the Central States plan, \$200 per month for five years at age 60 or any date of retirement thereafter after 20 years of service, and then \$90 per month for life.

## Retiring Newspaper Drivers Honored



Veteran newspaper drivers were guests at a luncheon given in their honor by San Francisco Teamsters Local 921. Shown seated in the first row (left to right): Pete Fachino, Paul De Bernardi, William Jennings, Stanley Towner, William Palmer, Meyer Levin, and Sal Bolestri; second row standing, Leon Ottoam, Tobias Amodor, George Spencer, Al Greangraff, Carl Langhoff, Harold Anderson, William Souza, Frank O'Rourke, A. G. K. Jakobsen, Joseph Oberdeemes, Percy Schwartz, Wallace Wolf; third row standing, International Organizer and President of Local 921 Jack Goldberger, Business Manager and Vice President John Healy, Secretary-Treasurer Al Vergez, Clinton Stolle, Trustees Andrew Herzog and Sydney Bloom, and Administrator C. J. Simpson.

## • Schlitz Settlement

Teamster brewery workers across the nation backed Teamsters Local 388 of Tampa, Fla., in a short, successful strike last month against the Jos. Schlitz Brewing Co.

It was the first time since the repeal of Prohibition reactivated the brewing industry that major units of a national brewing firm were closed simultaneously. Airborne pickets from the Tampa Local set up lines before Schlitz Co., plants in San Francisco, Los Angeles, Chicago, and Brooklyn.

Prompt recognition of the picket lines produced an immediate halt in the Teamster-organized Schlitz plants. Additional support came from AFL-CIO unions respecting the picket lines.

After three days, the strike was ended as Schlitz agreed to a 15-cent retroactive wage increase.

The effectiveness of the strike was a big victory for the Teamster's National Brewery and Soft Drink Conference headed by Ray Schoessling of Chicago.

Events leading up to the victory began last November when Local 388, representing employees at the highly-automated Tampa Schlitz brewery, started negotiations on a wage reopening clause with both Schlitz and the Tampa branch of the Anheuser-Busch Brewing Co.

Negotiations went on six months without an acceptable agreement. Finally, Anheuser-Busch agreed to a Teamster proposal for a retroactive 15-cent hourly hike contingent upon Schlitz acceptance of the same offer.

The highest offer from Schlitz had been a 7½-cent increase. The company refused to go along with Anheuser-Busch and the strike was initiated.

Local 388 appealed to the National Conference for support at other Schlitz installations and the pickets were dispatched to establish lines across the country.

## • Organizing Success

Local 847 in Toronto has about put the finishing touches on a campaign begun about three months ago to bring greasers, washers, mechanics and servicemen of auto dealers and public garages in metropolitan Toronto into the Union.

Latest report from the Canadian local union was that the Ontario Labor Relations Board had certified the local

union as the bargaining agent for 912 such employees at 25 companies. Seven more cases are pending before the Ontario Labor Relations Board.

### • NLRB Nails Carrier

An Oklahoma private carrier that had tried to thwart union organization by abandoning use of its own trucks in favor of for-hire transportation was ordered by the National Labor Relations Board recently to restore its private hauls and bargain collectively with the Teamsters Union.

The NLRB, in a 4-to-1 decision, also ordered Town & Country Mfg., Co., of Lawton, Okla., to reinstate drivers it had fired and give them "continuing employment" in the private carrier operation.

Going into the history of the case,

an NLRB examiner learned that in 1958 the company—which manufactures trailers—sold its trucks to the drivers and hired a dispatcher-supervisor. But Town & Country retained title to the vehicles to meet Interstate Commerce Commission regulations.

Later, following an ICC probe in 1959, the firm purchased its own trucks and hired the former owner-drivers to operate them. The drivers joined the Teamsters Union when they became dissatisfied with their compensation.

The employer then started a campaign, according to the NLRB examiner, to "thwart" the Teamster organizing drive. The drivers were warned that if they insisted on having the Teamsters represent them, the company would retain an independent carrier to haul the trailers. Also, the

supervisor threatened to fire any drivers refusing to sign an individual employment agreement with the company.

Subsequently, negotiations with the Teamsters Union were stalled until October, 1959, when the company notified the union that it contemplated an independent hauler arrangement.

Finally Town & Country contracted a common carrier to do its hauling and proceeded to discharge its drivers as they returned from trips. The Teamsters Union was not informed of the action, although negotiations presumably were not closed, because the company felt the decision was "solely within management's prerogative."

In deciding the case, the NLRB held that elimination of jobs in the circumstances presented could only be

### Labor Secretary Sanctions

*Poverty, empty bellies and a sub-standard level of living are not to be feared nor even considered a source of discomfort, if one is respectable.*

**THAT SEEMS** to be the social and economic philosophy of Secretary of Labor Arthur Goldberg.

Goldberg pointed to the respectability of the needle trades unions in New York City in response to a new Teamster Joint Council 16 wage study of the city which shows that the garment trades are low on the wage spectrum.

Although no one had challenged the respectability of the needle trades unions, Goldberg quipped at a meeting in Atlantic City that they had never needed a government auditor to check their books. He might have added that the Teamsters in New York City have won respectable wages for their members, audit or no.

Goldberg had nothing to say about the wage structure in the needle trades. Striving to offset the clothing industry's flight to depressed areas, the clothing unions have attempted to narrow the wage gap. This wage restraint policy is a subject of criticism in the latest wage study by Teamster Joint Council No. 16.

The learned Goldberg to the contrary, a New York Columnist writes that the Teamsters attack on the garment unions was a statement of an opinion which is the subject of general conversation in New York's unions. "There is no way of knowing how many people called up John O'Rourke, president of the Teamster council here, to congratulate him for saying out loud what everyone else whispers," wrote Murray Kempton in the **New York Post**.

O'Rourke, International Union vice president, predicted on the basis of the latest wage study that New York "will soon qualify for the title of sweatshop capital



Goldberg

### 'Respectable' Sweatshops

of the nation, unless speedy corrective measures are taken."

The new Teamster study indicated that weekly and hourly wages for a broad variety of white collar, maintenance and other non-manufacturing employees generally lagged behind the rates for comparable work in 17 other big city centers.

For example, in late 1960 and early 1961, order clerks here earned an average wage of \$85.50. This put them 17th in a list of 18. Class A accounting clerks were 13th in a list of 18. Class B clerks were 16th, payroll clerks were 15th in a list of 16, and Class A tabulating machine operators were 16th in a list of 17.

The figures in the latest study which caused O'Rourke most concern were those that showed truck drivers here in custodial and material movement occupations dropping to third place at \$2.81 an hour behind Chicago (\$2.83) and San Francisco (\$3.04). Ten years ago, this group of truck drivers in New York had the highest rates in the nation.

"Unless we immediately institute the necessary corrective measures," O'Rourke stated, "New York City will become in a short time a better place for the exploiters and sweatshoppers to do business in than were the centers of runaway industry in the south."

Teamsters are in the forefront in New York City of the movement for a \$1.50 minimum hourly wage.

It is fine that Goldberg finds himself so much in the center of the Kennedy administration's highly fashionable social life, but to fully understand the meaning of a Teamster wage study, it may well be that Goldberg will have to rub elbows with miserable and anti-social poverty. He will find that even the respectable suffer hunger pains if they have empty bellies—or should we say empty stomachs.



O'Rourke

accomplished for economic reasons unless the matter was subjected to collective bargaining. The majority ruled:

"The duty to bargain about a decision to subcontract work does not impose an undue or unfair burden upon the employer involved . . ."

The board members added that the law commands the employer to discuss with labor plans for farming out work to subcontractors.

"Any different holding," said the board, "would unduly extend the area within which an employer may curtail or eliminate entirely job opportunities for its employees without notice to them or negotiation with their bargaining representatives."

The decision overruled the board's conclusion in March, 1951, on what has become known as the *Fibreboard Paper Products Corp.*, case.

### • Petro Council

An organizing program is first on the list of things to do for the recently established Teamsters Western Petroleum Council, an affiliate of the National Automotive, Petroleum, and Allied Trades Division.

Formed in San Francisco ceremonies recently, the new council's first job, according to Chairman John J. Sheridan, will be to concentrate on organizing drivers who work for ma-

jer oil producing and distribution companies — as distinguished from "for-hire" drivers now covered under the tanker supplement of the Western Master Freight Agreement.

Sheridan was instructed by the council's policy committee to start negotiations for Tidewater Petroleum drivers in three coastal states with the exception of the city of Seattle.

Other aims of the council will be to seek common expiration dates in contracts, and uniform wages and working conditions when existing agreements are renewed.

Preparatory work for setting up the new petroleum unit was done by General Organizer James R. Harding. He also supervised the election of officers for the council.

### • \$13,000 Back Pay

One of the longest and most involved representation cases since Landrum-Griffin was passed is nearing a conclusion for Local 295 (Airline Division) in the Bronx, N. Y., with the order for a new election and an award of over \$13,000 in back pay for illegally discharged workers.

The National Labor Relations Board recently set aside an election lost by Local 295 by a count of 21 to 19 at the Hot Shoppes in New York-Idlewild airport.



Members of the new Western Petroleum Council are, left to right: (seated) General President James R. Hoffa, coordinator; George Mock, 9th vice president; John J. Sheridan, council president and chairman; (standing) Andy Anderson of Local 986, council vice president; Mike Fahey of Local 85; Leo Malone of Local 315; Marvin Mayo of Local 162, council secretary-treasurer; Tom Burke of Local 85; Joseph Perkins of Local 692, council recording secretary; and Al Maderos of Local 70. Two other council members not present for the photo were Marvin Eggert of Local 231 and Frank Farro of Local 853.

### Holmes Appointed

Robert Holmes, Local 337, and secretary-treasurer of Joint Council 43, recently was appointed chairman of the central states warehouse division.

In a telegram to Holmes, Teamster General President James R. Hoffa stated: "It is with a great deal of pleasure that I am appointing you to this position. In this capacity, it will be your responsibility to concern yourself with the problems of collective bargaining and organization of the warehouse locals in the Central States area."

A new election was ordered after the NLRB found that the employer had committed violations of the law by illegal pressures on his workers to vote against representation by the Teamster local union.

Four workers who went on strike against the company two years ago when the employer fired them for joining Local 295, have received over \$13,000 and have been reinstated to their jobs. The workers are: Wilfredo Cintron, \$5,663.66; Rene Sardinas, \$3,583.06; Luciano Ramos, \$2,390.17; and Jose Nunex, \$2,230.13.

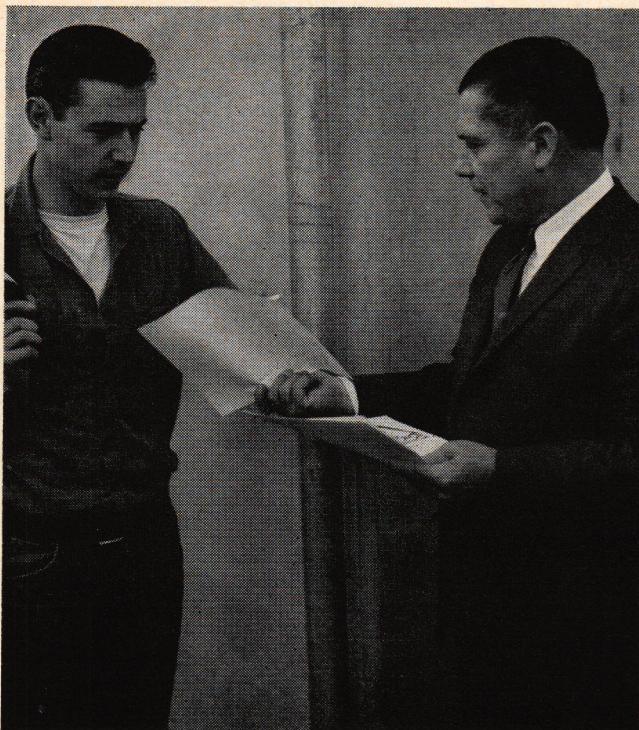
During the eight months which transpired before a determination was made in the case, the fired workers were paid lockout benefits by the International Union.

### • Good Will Exhibit

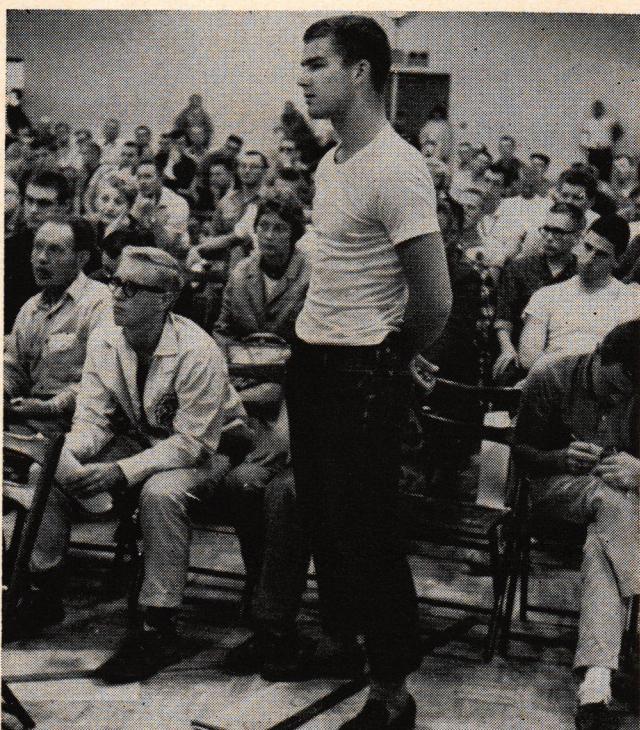
The auditorium and lobby area of the International headquarters building was devoted to a South Korean Embassy "Good Will Exhibit" during a three-day period in mid-May. The IBT granted the use of the facilities without cost at the request of Korean Ambassador Il Kwon Chung.

A photography exhibit of both colored and black and white pictures illustrating the Korean social, religious, and economic worlds was open to the general public. In addition, a Korean movie was shown in the evenings.

Numerous Congressional leaders, federal officials, diplomatic representatives and Korean residents in the metropolitan Washington area attended the display.



Come to the meeting, says the handbill, and the invitation to this Coors Porcelain worker at the plant gate comes from the General President of the Teamsters himself, James R. Hoffa.



Foundation for this student's question is his own picket sign, once waved on high to taunt a union president, now trampled upon and forgotten. Its message could not have been too important.

## Hoffa Quiets Students

### Scholars Find Real IBT President Different Than Press Version

**TWO DENVER** newspapers have proved a point the Teamsters have been making for quite some time—that the press has presented a distorted story of James R. Hoffa and the International Brotherhood of Teamsters.

The point was proved last month during Hoffa's appearance in Denver for Joint Council No. 54's Jo Hoffa Drive banquet. Before the banquet, Hoffa joined joint council officials in handbilling workers of the Coors Porcelain plant in Golden, Colorado, where an organizational drive has been underway for some time.

Also located at Golden is Colorado School of Mines, a mining and engineering college.

Coors Brewery, of which the porcelain operation is an adjunct, has had its share of labor disputes in the past and has always been a ready place of employment for Mines students during a strike.

Coors is an influential industry in Colorado and by far the largest and most dominant employer in Golden.

When the Hoffa party showed up at the plant gate of Coors Porcelain, School of Mines Students—approximately 250 of them—were on hand with picket signs, taunts and insults, in an attempt to disrupt the organizing campaign at Coors.

Focal point of the student assault was the plant gate where Hoffa passed out handbills inviting Coors workers to an organizational meeting. Students attempted to intimidate workers who took handbills by booing them, cheering a worker if he refused a handbill.

Following the handbilling, there was a meeting for Coors workers at the Golden Recreational Center, three blocks from the plant gate. The procession to the meeting hall was the most abusive. Some of the students turned to impromptu song as a vehicle for their taunts and insults. Their signs said "Keep Golden Clean, Go Home Hoffa," but the filth of their songs was like the typical mob which thought it had drawn blood and was now heady before the kill.

The students jammed the entrance to the meeting hall, making it difficult for Coors workers to enter—some workers were even so discouraged at the student spectacle that they turned away.

Joint council officials barred the students until Hoffa stepped to the door and told the jeering youths:

"I'm going to let you in, but I want you to be courteous. Let me talk to these workers first, and then I'll answer your questions."

The students filed in quietly, obeyed orders to sit down and to be quiet. When it came time for them to ask their questions they were quiet and pensive. Their rowdyism had subsided. They at last were acting like students as they now wanted to know, and unable as they had been to get the truth from their newspapers, they were not going to miss a first-hand opportunity to find out what the leader of the mighty Teamsters was like.

They wanted to know about monitors, about a recent Teamster strike

at the Detroit Free Press, why students should not act as strikebreakers, and Hoffa's thoughts on free trade and the recent steel dispute.

Perhaps their picket signs told the story. Earlier held on high and shouting "Hoffa Go Home," (a few high school girls screaming insults had even waved their signs in Hoffa's face), the picket signs began to wilt like flowers starved for water.

First they were lowered to the students laps. Next they hung by their standards to the floor. Finally the signs were trampled underfoot with the rest of the mob litter.

Instead of taunts, the students were applauding as Hoffa voiced his disapproval of Kennedy's interference in the steel-price fiasco.

In a sense, Hoffa had let these students down. Because of their newspapers, the students knew Hoffa as the rough, tough boss of the hoodlum Teamsters. His associates were hoodlums, racketeers and extortionists. These things their newspapers had told them.

But, now face to face with the country's number-one boogeyman, Hoffa didn't look or act the part.

While they had been insulting, at times rude and crude, he had extended them his hospitality. Instead of turning a goon squad loose on them, as they might have expected from their newspaper readings, he had intervened in their behalf and invited them into the meeting, had answered their questions.

Face to face, the students got a different opinion of Hoffa and the

Teamsters. A headline in the Scripps Howard *Rocky Mountain News* said so:

"Hoffa Calms Picketing Students at Coors Plant."

A headline in the Samuel Newhouse-oriented *Denver Post* said so:

"Hecklers Quieted by Hoffa."

The *Post* story began:

"A band of 250 jeering, sign-waving students tried Thursday to disrupt Jimmy Hoffa's Teamsters Union organizational visit to the Coors Porcelain plant in Golden, Colorado.

"But Hoffa tamed them.

"The short, barrel-chested leader of more than 1,500,000 Teamsters . . . turned on the charm for the students."

The *Denver Post* continued:

"He lectured the now quiet students on the aims of labor unions, boasted that his union was clean enough to survive more than four years of federal investigations, and ended by charging that President Kennedy's handling of the steel settlement would lead to socialism.

"The final statement drew cheers from the students who less than an hour earlier had been hurling taunts at the Teamster president."

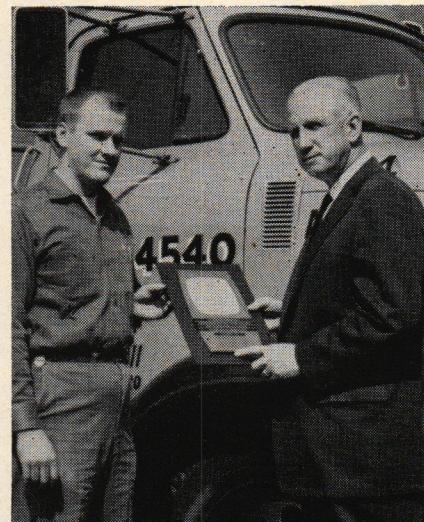
Less than an hour earlier, the only Hoffa these students had known was the one they had read about in the distorted American press.

The Hoffa they had read about in the paper, they booed and insulted. To the Hoffa they met with personally and discussed things with first hand, they extended the same decorum and conduct they daily extend to their college professors.



From taunts and jeers to intent listening, these Colorado School of Mines students listen to Teamster General President James R. Hoffa, following their unsuccessful attempt to disrupt an organizational meeting with Coors Porcelain workers.

## Community Service



Frank Murphy (left), steward for Teamsters Local 243 at the Wolverine Moving & Storage Warehouse in Detroit, and Albert J. Monro, general manager of the firm, show a plaque awarded to the company and its employees for outstanding community service in last year's United Foundation drive.

### • Piggyback Fee

At least one employer association has agreed to pay a \$5 fee into the Central States Drivers Council pension fund for each trailer or container sent by piggyback as outlined in the Teamster contract covering 22 states.

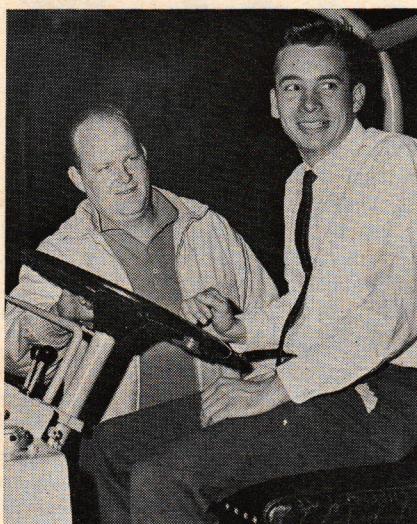
Other employer groups were expected to follow the Michigan Employers Assn. lead as *The International Teamster* went to press. Affected are Teamsters in Central, Southeast, and Southwest areas.

The employer decision to pay the fee came after the Central States Drivers Council demanded immediate compliance with the contract.

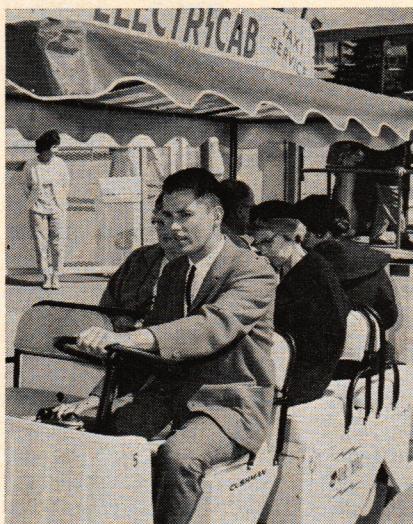
Earlier, the Council had requested reopening the multi-state agreement when the trucking operators failed to send in the fees as stipulated in the 22-state agreement.

The Council filed unfair labor practice charges after the employers refused to reopen the contract and bargain as per the language, but the unfair charges were withdrawn when piggyback payments started coming in.

Still unanswered is the legal question that has arisen in some states where lawmakers passed legislation—after the work agreement was reached—outlawing the piggyback pension fund payments.



Sitting at the wheel is Ralph Sansome, traffic manager at the Seattle World's Fair, with Dick Sullivan of Teamsters Local 174, a maintenance driver.



Dale Brudvik, a member of Teamsters Local 465, drives an Electricab providing taxi service and guided tours at the fair.



Angie Karalis, member of Teamsters Local 309, is a technical guide for the National Aeronautics and Space Administration building.

## Teamster Members Man Key Jobs At Seattle's Space-Age Fair

WHEN SEATTLE'S World Fair gets rolling in high gear during the three vacation months of June, July, and August, Teamsters unions in Seattle will have approximately 800 members working at various fair jobs. The internationally sanctioned fair opened its six-month run on April 21, 1962. In the first month, the fair drew over 1 million visitors and is about 125,000 persons ahead of a projected survey that predicted over 7,500,000 attendance for 180 days.

According to Governor Albert D. Rosellini, official fair host and one of the event's strongest backers, the Seattle World Fair may well attract 10 million tourists to the State of Washington before the October 21st closure.

On the 29th day of January, 1962, all unions with jurisdiction at the World Fair signed an operating agreement with Century 21 Inc., operators of the fair. It is an historic document covering every conceivable type of work in the 74 acre exposition enclosure. Of significance is the "no strike" clause, highly important for the attraction of foreign exhibits.

The agreement calls for the same wages, hours, and conditions in general paid by private employers in similar work outside the fair boundaries.

Signators to the agreement from

Teamster Unions affiliated with Joint Council 28 (State of Washington) are Locals 174, 117, 309, 566, 353 and 465.

Types of work under Teamster jurisdiction are varied. Besides 14 truck drivers, there are 23 limousine drivers who handle the VIP's from Vice President Lyndon Johnson to Igor Stravinsky and Van Cliburn. When the fair reaches full tilt, there will be 35 drivers on a 24 hour basis.

Teamsters also cover ticket takers, ushers, and ticket sales personnel. Teamsters handle the Fair and City public parking lots and garage.

The Teamsters have even organized the science guides in the federal science exhibit—the outstanding show-piece of the fair.

Mrs. Titov's interpreter during her visit was Juri Kasander, a member of Teamster Local 309.

The Taxi Driver Union, Local 465, has pilots for the Airmac fair omnibuses which cart visitors on routes through the exhibits. The pedicab and wheelchair pushers are also members of the union.

The hourly scales, which are boosted on second and third shifts and carry overtime provisions, ranged from \$2 to \$3.75 an hour. Health and welfare and pension payments are also stipulated if private industry is party to such benefits outside the fair.

### Teamster Mediates Walkout

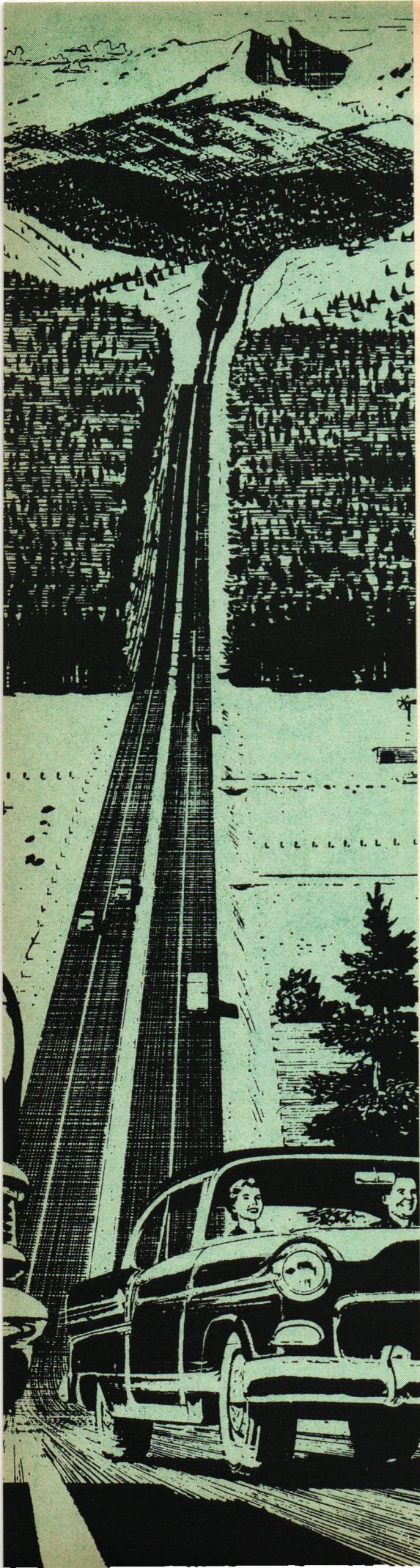
When cemetery workers in San Francisco went on strike recently, the city found itself in an embarrassing impasse for 28 days. Negotiations between cemetery associations and AFL-CIO negotiators were fruitless.

As the *San Francisco News Call* wrote editorially:

"In any event, we are gratified, for the sake of the grieving survivors that the strike is over. Particular credit is due labor leader Jack Goldberger, who entered the negotiations as a third party and helped bring about the settlement."

Jack Goldberger is a Teamster general organizer and long-time Teamster leader in the San Francisco Bay Area. His work in bringing about a settlement in the cemetery strike, is just another example of how AFL-CIO unions increasingly turn to the Teamsters for aid and assistance in the basic, day-to-day business of representing the rank-and-file members.





# DEATH BY

**A TREMENDOUS** amount of publicity materials go on radio and television stations, into newspapers and magazines, onto billboards, and echo in hundreds of thousands of spoken words.

Yet automobile deaths continue at the rate of 104 a day throughout the year! We start in horror to read or hear about multiple deaths in aircraft accidents. But we have yet to equal in any air crash the average daily motor vehicle death toll of the holiday periods. In point of fact, there have been only five days in 10 years when less than 100 persons have been killed in auto mishaps in the United States.

Two and a half years ago—after 17 months of preparatory research activity—"Research on Fatal Highway Collisions" was initiated at Harvard under a research grant of \$809,820 from the National Institute of Health. The program is now at mid-point in a five-year period.

The program is unique in the broadness of its scope; accident studies have hitherto been conducted only on very circumscribed aspect of automobile fatalities. To the best of our knowledge, there is no comparable study being carried on anywhere in the world. Nevertheless, the program has had many critics who claim that such exhaustive studies are unnecessary.

The basic viewpoint in the research is that of a team of scientists representing many disciplines, each looking independently at the individual case. This process is effective in producing disagreements, which are in turn resolved by experimental, operational, or clinical research.

Studies take place at the scene, at the police station, in the jail, in the court room, in the mortuary, in the hospital, in the home, at the place of employment, and in archives of public records.

For purposes of gross description, the team may be divided into two groups. The operations group includes a mechanic, automotive engineer, traffic engineer, and human engineer. Their responsibilities are to examine the scene, the vehicle and its components, pedestrians and occupants, and property. The clinical group is concerned with the physical and psychological condition of each person in-

volved in the case. This group includes a pathologist, chemist, technician, sociologist, internist, psychiatrist, ophthalmologist, optometrist, psychiatrist, statistician, clergyman and attorney. Patients and other survivors and decedents are examined directly, when possible, and records are utilized additionally.

Cases are usually referred by Inspectors of the Registry of Motor Vehicles through the Communication Division of the Massachusetts Department of Public Safety. In some instances, cases have been referred by state, local and MDC police officers and by medical examiners. Calls are received during continuous on-call periods by telephone and by radio. (Research group communications are maintained by radio station KCG 787 at 42.96 Mc. located in the Harvard Medical School.)

The most fundamental assumption held on the automobile death is that it occurs by accident. This view is an international one. It is false. It is worse than that. The view is an automatic barrier to intelligent observation concerning the problem. View, if you will, the public control programs:

1. SLOW DOWN AND LIVE
2. IF YOU DRIVE, DON'T DRINK; IF YOU DRINK, DON'T DRIVE
3. OBEY THE LAW
4. COOL DOWN BEFORE YOU DRIVE

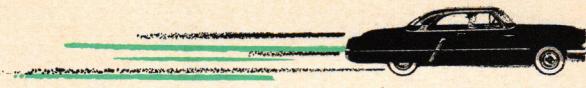
The opinion this writer holds is that this long-standing problem constitutes a national disgrace.

Why are the control programs a disgrace? First is the assumption that automobile deaths are accidents. If chance is the dominant factor, the problem is not subject to control. Second, responsibility for investigation is often placed on police personnel who have little or no training, and consequently, limited interest. Third, many

---

*Alfred L. Moseley, Research Associate in Legal Medicine at the Harvard Medical School, initiated this research at the encouragement of the U. S. Public Health Service. This article first appeared in the Christmas, 1961, issue of the Harvard Medical Alumni Bulletin and appears here with permission.*

# DRIVING



communities have infrequent cases, so that no experience is accumulated. Fourth, medical examiners and coroners have not been responsible in their public trust to do more than superficial examinations. (Perhaps as few as 60 of the over 500 fatalities in Massachusetts this year will be autopsied. No blood work will be done in more than ten additional cases.) Fifth, investigations by groups other than police are slanted, so that only selfish interests dominate. Sixth, research people have avoided the problem for two reasons: One is the image of the problem. If the problem is speed, "SLOW DOWN"; if it is alcohol, "DON'T DRINK AND DRIVE"; if it is fatigue, "STOP AND REST." On the surface these seem to be simple problems, and their solutions seem to be simple. But they are not.

The second reason that research people have avoided the problem is its relationship to politicians. Academic people reason that with ticket-fixing, payoffs, influence, consideration, and other epithets, only a researcher with a character disorder would attempt working on the problem.

One may have considerable faith, however, in the capacity of the American public to do the proper thing if enough facts are brought to their attention. What may be said this time on the basis of 100 cases studied in depth?

## Varieties of Automobile Deaths

Cases, as we see them, may be divided into seven classifications based on the dominant characteristics of the cases. An additional principle to consider in this grouping is that causes are multiple. Many important deleterious factors occur simultaneously. Some cases demonstrate such importance in several areas that different persons will rate a case differently depending upon shades of interpretation. This classification system represents a new method of investigation in a field in which the geometry of the collision course has been the accepted method of classification.

## Environmental Failures

Environmental failures concern the factors of the roadway and the environmental variables. A head-on collision in the fog on Route 128 was

precipitated by following the white line. At a temporary construction crossover, the lines had not been removed, although the construction need no longer existed. The crossover was still open. The vehicle entered the southbound lane, where the northbound vehicle was following the white line adjacent to the median. One driver died. The other survived, in part due to the recessed post steering wheel design, and in part due to excellent medical care.

This case was of interest in another way. For some time it has been our practice to attempt the prediction of injuries from the study of the collision course and the occupant path of body travel. The decedent in this case lived for only 90 minutes after admission to the hospital. The second driver was described as in "good" condition and able to go home in perhaps "three days." On the basis of our studies, however, we insisted that the patient might be more seriously injured than suspected, and when the predicted injuries were reviewed with the physician, the patient was swiftly re-evaluated and was correctly placed on the danger list, where he remained for ten days. He subsequently recovered, but he would have succumbed had the original diagnosis prevailed.

## Vehicle Failures

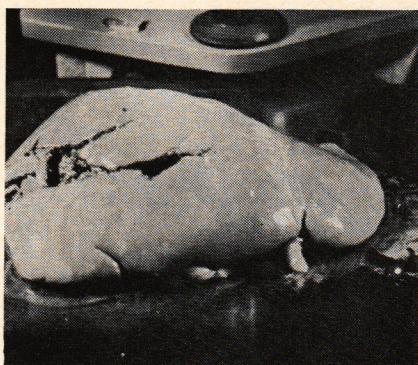
Our studies have found a whole new group of traffic fatalities which are due to mechanical failure of the vehicle. Hitherto, this possibility was largely unexplored.

Vehicle failures are of two types. A driver went to sleep at the wheel and entered the median. When he applied his brakes, he pumped brake fluid out through a hole in the metal line along the rear axle housing. Once the collision course was started, the faulty braking prevented adequate driver control and the driver lost his life.

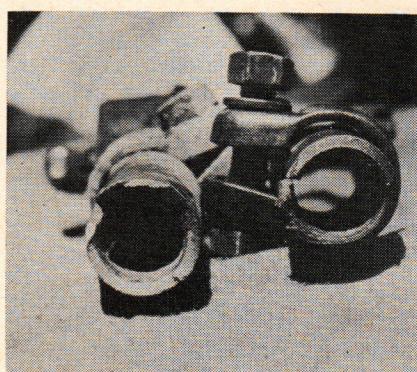
Vehicle failures may also trigger the collision course. A vehicle traveling northbound on a numbered route moved violently across three lanes to the roadway edge, at which point the driver reversed the direction, crossed the median and was hit by a vehicle traveling southbound. The collision course was due to a tire which was



Steering component failure before collision is indicated by bolt imprint (light spot, right center) in rubber.



Autopsy sets aside the theory of heart attack in favor of a ruptured liver and hemorrhage.



Conviction of unlicensed 15-year-old boy was foregone conclusion until failure of steering system was found.

defective. It had been repaired when it should have been discarded. There are many more collisions within this category than anyone has heretofore suspected, simply because adequate investigation was not available.

In both examples of vehicle failure, emergency situations occurred which could in some degree have been avoided by prior emergency training. If the first driver had not attempted to regain the pavement, no death would have occurred, since he had been in a wide median where there was nothing to hit. If the second driver had been trained in how to maneuver and control a car under conditions of a blowout, the over-control in steering would have been avoidable. It is tragic for a person to have his first blowout on the last day of his life. Emergency training has been successful in many military and civilian industrial areas. Why should it not offer promise of aid in the "human error" component on the highway?

### Emotional Problems

Emotional problems do not appear to be the transitory type. The emotional-involvement case demonstrates deeply rooted histories. In one such case, four friends had "staked out" the man because they thought his state of mind to be so poor that "something terrible was in the making." For four weeks, they protected him from himself. One night he left his girl friend's house and started home. A combination of short sight-distance, high speed, an ice patch and a steel pole rang down the curtain on a drama in which only the time and place had yet to be decided.

### Pathological Conditions

Pathological conditions, illness, and toxic states play important roles. The diabetic driver taking his Orinase kills a pedestrian who wears a brace and carries nitroglycerin for a heart condition. The driver who exhibits a shifting bilateral exophoria (at one time or another he is a one-eyed driver) kills a pedestrian who has severe bilateral cataracts. The intoxicated driver kills the intoxicated pedestrian and leaves the scene. How do the deficient driver and the deficient pedestrian team up?

### Suicides

Suicides are attempted by both occupants and pedestrians. The evidence of deliberate aiming at a tree might be overlooked if one suggested that the intent was to injure, but not to a fatal

degree. Supporting evidence in pedestrian attempts includes notes left to explain victim's suicidal intentions. How shall we understand the pedestrian who uses you and your car to bring about his death?

### Suspicious Findings

Suspicious findings constitute the first of three factors in a label which would be called murder. Use of a motor vehicle is probably second to poisoning as a method, and *more* likely to go undetected. One can reason about means by which an observed event may have occurred. In two cases a rubber hose had been cut through the wall with a sharp knife. (One of these fatalities had a line of brake fluid 35 feet long leading up to the scene of the crash.) In another case an important cotter pin was missing from the steering system. In another case a ball peen hammer had been used to close the lines for brake fluid along the rear axle housing. In still another, the medical examiner was advised by hand-delivered memo of a disconnected vacuum tank, an empty master cylinder and a disconnected brake line in the vehicle in which a professional man died. The memo was never acknowledged, nor the investigation continued.

To get to the point where we call a case suspicious, we must first have clearly established the fact that the defect existed prior to the collision course and that it definitely influenced the maneuverability of the vehicle in the collision course.

In each of these cases, we noted a method by which the vehicle was subjected to tampering. Public officials did not believe these data, even when they were demonstrated by direct observation.

### No Finding

Hypothesis dominates the few cases in which nothing of demonstrated significance is learned. "A lot of facts and no knowledge" may be an appropriate description. Perhaps our methods lack precision, or do not cover enough areas. Perhaps our informants do not supply us with factual data. Perhaps we are fatigued and fail to be perceptive.

### New Contributions to Methodology

Contributions to methodology have developed during the study: The early cases studied were restricted to fixed-object collisions. The reason for this was that there would characteristically be only one occupant, and he would

be dead. There would usually be no witness. Thus, we would have to depend upon our powers of observation to determine what might have happened. (a) The analysis of lamp filaments is useful in determining whether the lamp system was functioning in night cases. (b) Brake light filament deformation is useful in making the judgment that in a given case the operator applied his brakes before the collision. He was therefore not asleep at the wheel at the time of collision. This means also that the absence of skid or tire marks at the scene does *not* indicate that brakes were not applied. (c) We have found "footprints" of the brake pedal on the soles of shoes. This means that the driver's foot was on the brake at the time of collision, giving indication of the perception of danger and reaction to it. (d) Ultraviolet examination of the scene in hit-run deaths after darkness offers help in locating parts of lenses which fluoresce, and may be found to fit a suspect vehicle. Ultraviolet examination of tire marks is helpful in describing how a vehicle moved in the collision and, in hit-run cases, characteristic of a tire which made marks left at the scene. (e) Path of body travel follows an "expected path" from the center of seated position to the center of the impact site. From this may be predicted the structures involved in the production of injuries. When the "observed path" of body travel diverges from the expected path, the indication is that some unusual circumstance dominates the case, requiring special investigation. Often the finding is important vehicle failure. Several factors seem to influence the path of body travel at the moment of impact. The car body opposite the impact site tends to move vertically: In other words, in a frontal collision with a tree, the rear bumper may move high enough into the air to lift the wheels completely off the ground. If this impact is not centered so that weight distribution is equal on both sides of the impact site, the vehicle will move in an arc (yaw) about the impact site. The combination of these two forces vexes a police officer because the rear wheels may be six feet away from their tire marks.

The third force is called *deceleration gradient* and refers to the fact that different parts of the vehicle demonstrate different rates of deceleration. The contact area of impact stops with great rapidity as compared

to adjacent structures of the vehicle. In other words, the part that hits the tree stops while the rest continues to move a short distance. Further experimentation will lead to an understanding of how this factor affects the path of body travel, as indeed it does.

As the reader considers the above descriptions, he may arrive at the conclusion that this seems very different material from the concept of automobile deaths which he held. The present writer views the collision death case as related to damage and injury cases in the same way that cancer is related to the common cold. Contrary to prevailing opinion, the problems have some components which are common, but the differences overtake the similarities quite readily. This hypothesis holds that several differences between fatalities and other cases may be observed. Fatalities do not tend to occur, as do injury cases, at (a) the same time of day or day of week, (b) in the same traffic locations, (c) in the same conditions with respect to traffic congestion. Some commonly held views do not apply. Most fatalities are not caused by speed, traffic violations, or lack of courtesy. And it is not recognized at all that there are qualitative differences between normal wear and cataclysmic failures of vehicle components. In some cases the highway is wrongly blamed for a death that was rooted in prior illness or pathology. Some cases of "accidents" involve deliberation, suicide or tampering. In some types of cases predictable personal and social characteristics may be seen.

#### Automobile Deaths a "Disease"

The hypothesis that automobile deaths constitute a different "disease" is important. If true, it means that public programs for investigation and control of fatalities and non-fatalities will have to be far broader and also specific for each problem. It also means that a great deal of traffic engineering activity now applied to control the deaths may be completely wasted because the problems are not factually related to the design of the highway. Suicide and tampering cases, for instance, would not appear to involve highway design.

In order to serve the public interests and the interests of justice, the automobile death problem must be upgraded to the level of respect for human life. How can this be accomplished? The hypothesis underlying the death investigation should be

that a homicide has been committed. Therefore, the investigation into a traffic fatality should be as thorough as that accorded a murder. The validity of this hypothesis should be tested by carrying out a standard examination in every case, an examination which should include (a) detailed examination of the scene by a traffic engineer, (b) mechanical and engineering examination of the vehicle and each component the failure of which would affect safety in motion, (c) post-mortem description of the external and internal injuries of the decedent, and a determination of the cause and manner of death; toxicological examination of the blood, (d) physical and psychiatric examination of each surviving driver, (e) personal and social history of each primary person. These examinations should all be required by statute so there could be no exceptions to their application. The findings should be public records, so that justice and fair play in criminal and liability procedures would be assured. To ask for this degree of concern for the loss of human life in an automobile case requires that high competence at the professional level characterize those entrusted with the investigation.

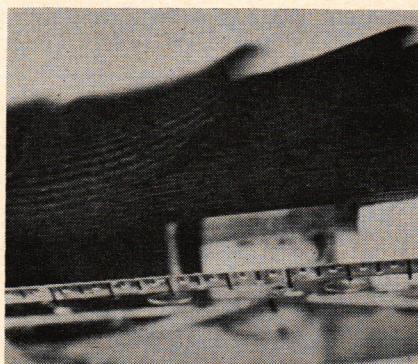
Some problems requiring further research are apparent. (a) Emergency training procedures for soft tires, panic stops, skidding, blowouts, loss of power steering, loss of brakes must be worked out in automobile engineering and in driver education. (b) The identification of the driver, when all occupants are ejected, and there are multiple possibilities, is not soundly managed, and some police departments resent any hint of dissent against a hastily formed opinion. (c) Sudden death often follows the notification of sudden death. (d) Severe neuroses or psychoses either develop, or develop to maturity, after notification of sudden death. (e) Is there also a superclotting agent manufactured by the body when there are tissue injuries and hemorrhage, which might be identified in hemorrhagic blood? (f) What is the real nature of the retroactive amnesias which are observed? Can the memory be reinstated by any means? The criminal and liability status of a person may shift from suspect to defendant. If one does not have sufficient memory to protect himself, the defendant may appear in any extremely unfavorable light in any direct testimony if someone wished to

railroad him in the courtroom. (g) Why are proven safety devices such as recessed-post steering wheels, and seat belts rejected both by many members of the automobile industry and by the motoring public?

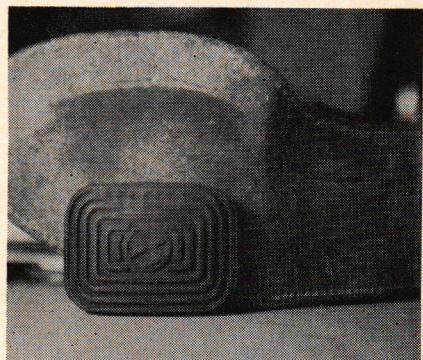
(Continued on page 27)



Hose carrying brake fluid was deliberately cut. No other structure of vehicle had access to this component.



Hose carrying brake fluid has been deliberately cut.



Footprint of brake pedal is on the right shoe. This means that driver was not asleep.



Dr. Martin Cherkasky, Director of Montefiore Hospital, describes in detail the scope and nature of medical services his hospital will make available to participating Teamsters and their families. Participating in the Conference are labor and management Trustees of participating Joint Council #16 welfare funds.

# New York Teamsters Pioneer For Excellence in Medical Care

**WITH ONE** out of every 16 residents of New York City covered by a Teamster negotiated health and welfare plan, Joint Council No. 16 has set out on a program to insure that future doctor and hospital service under these plans will be better than it has been in the past.

A recent study prepared for the New York City Joint Council by Columbia University's Montefiore Hospital indicates that the much ballyhooed doctor-patient relationship is nothing more than the doctor's statement—a statement often badly inflated and in many cases a statement for ghost surgery, poor service, fee splitting and other forms of fraud.

With the study showing that rank-and-file Teamsters in New York City have received in many instances inferior care from both doctor and hos-

pital, a new Joint Council 16 program undertakes to protect both quality and cost of member health and welfare benefits by:

1. An audit to provide a continuous evaluation of the quality of medical and hospital care for members and their families. It will be directed and staffed by Columbia's School of Public Health and Administrative Medicine.

2. A diagnostic and treatment center at Montefiore for complex and serious illnesses requiring surgery in the fields of urology, neurology, lung and chest ailment, cardiology and radiotherapy for cancer.

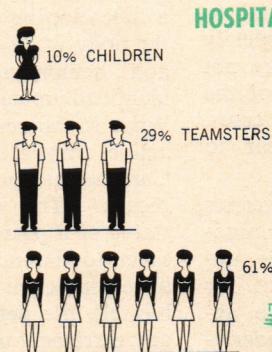
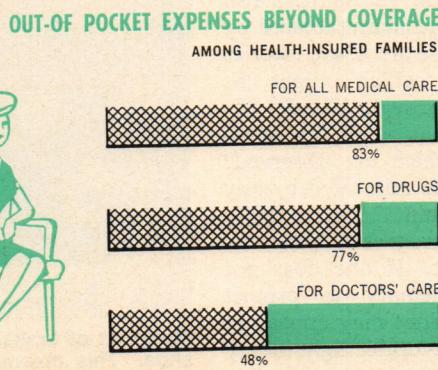
3. An experimental demonstration hospital unit in which new technical devices will be tested and methods studied to develop nursing techniques and engineering designs to achieve

better care at minimum cost.

4. A medical advice and grievance center for any Teamster families who may complain about the quality or cost of treatment. Legitimate complaints will be forwarded for the grievance committees of county medical societies.

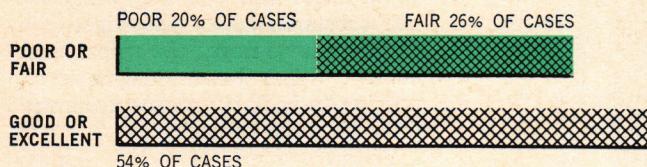
5. A research project with a group of physicians, social workers, engineers, design specialists, nurses and others to evaluate medical care in the demonstration unit and elsewhere in the hospital. The project is designed to study the many aspects of hospital procedures and the relationships between patients, physicians and hospitals.

A five-year program which will cost an estimated \$3,675,000, the endeavor is another example of a Teamster program to solve a Teamster problem

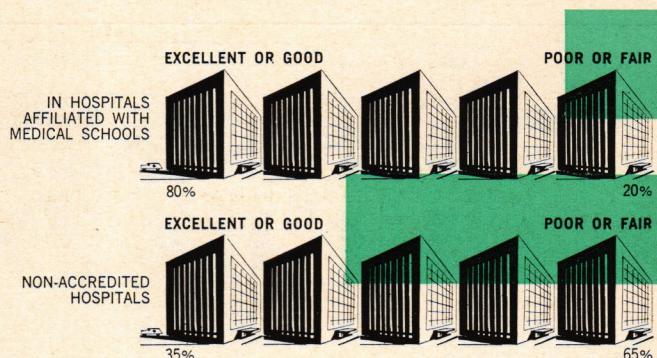




## QUALITY OF SURGERY



## CARE IN HOSPITALS



which will also help solve the nationwide program of high priced and inferior medical and hospital service.

Sponsored by the Teamsters and the Management Hospitalization Trust Fund, the program will involve at the start 45,000 Teamster members and their families—about 150,000 persons.

Costs will be financed through payments by employers to 13 Teamster welfare funds. These payments, based on a rate of a cent an hour for each member covered, are expected to total about \$800,000 a year under contracts negotiated between employers and Teamster local unions.

New York Teamster health and welfare plans pay out nearly \$20 million annually for doctor and hospital bills of members covered.

John Hoh and Joseph M. Adelizzi, labor and management co-chairmen of the hospitalization fund, have announced that the program is designed to develop improved care not only for Teamsters but for "consumer groups and the entire community."

**Joint Council #16 & Management Hospital Trust Fund Executive Board takes time out in recess during week-end conference which launched new medical and hospital program for N.Y.C. Teamsters (l to r): Lester Connell, Council 16 Secretary-Treasurer; John Hoh, Council 16 Vice-President, Dr. Ray E. Trussell, Director of Columbia University School of Public Health; Jerome Tierman, Liebmann Breweries, Inc.; Joseph Adelizzi, Empire State Highway Transportation Assn., and Dr. Martin Cherkasky, Director of Montefiore Hospital, in N.Y.C.**



Hoh is vice president of Joint Council 16.

The fund represents 36 Teamster welfare funds in the metropolitan area, covering about 500,000 persons. The project ultimately is expected to include more welfare funds.

The medical audit is scheduled to start July 1, 1962, and the medical grievance center October 1st.

The project developed as a result of the growing concern of health and welfare trustees of the hospitalization fund over rising costs of medical care. They conducted their own eight-month study of hospitals under the guidance of Columbia and considered the feasibility of building and maintaining their own hospitals.

They finally decided in favor of a "yardstick" hospital wing in which more efficient ways of providing care could be demonstrated. Twenty beds will be included in the demonstration unit. Building plans will be ready in a year. It is envisioned that telemetering devices will be employed in the

demonstration unit to keep track of patients just as scientists do in space.

Medical and doctor costs have risen faster on the consumer index than any other item in the cost-of-living. It has become increasingly difficult for trustees of health and welfare funds to maintain present levels of benefits, in view of the increasing costs. It is even more difficult to negotiate increased benefits.

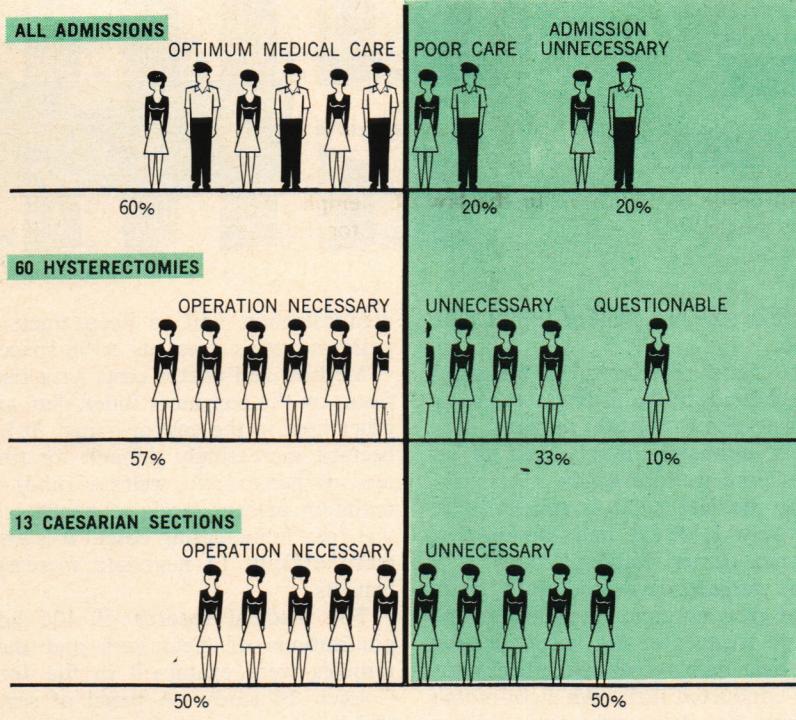
The medical records of 406 hospitalizations of Teamsters and their families were examined in the Joint Council 16 study. A panel of seven widely known physicians of the university's School of Public Health and Administrative Medicine found that:

1. One-fifth of the patients had received "poor care."
2. Another fifth had been given only "fair care."
3. One fifth of the hospital admissions had been unnecessary.
4. In a fifth of the general care surgical cases, there appeared to be unjustifiable delays in performing sur-

**John Hoh, Council #16 vice-president, discusses possible impact of Medicare program for the aged upon Teamster's health and hospital program with Dr. Caldwell B. Esselstyn. Dr. Esselstyn, President of the Group Health Assn. of America, is chairman of the U.S. Physicians For Medicare group which opposes AMA position and is working for passage of legislation for medical care to aged through Social Security.**



## THE RECORD OF HOSPITAL TREATMENT



gery. The quality of surgery in 20 per cent of the cases was labeled "poor" and in 26 per cent "fair."

There were instances which substantiate a lot of grave charges made from time to time against the medical profession. There were instances of ghost surgery—operations performed on normal organs.

There were instances of fee splitting, one doctor refers a patient to another and the fee is split between the two.

There were instances of outrageous charges.

There were instances of no doctors being available during extreme emergencies.

There were many instances of patients spending long hours sitting in the waiting rooms to see the doctor, waiting long after the time of their appointment.

Cost analysis of medical care showed that the families had considerably higher non-insured expenses than groups previously studied by the Columbia school. In the three months prior to being interviewed 48 per cent of the families paid physicians' fees outside of the hospital.

Hospital insurance covered a higher proportion of the total bill than did insurance for physicians' charges. Ex-

tra charges were more common for surgical cases than for medical ones.

The report noted a higher proportion of unnecessary admissions of medical cases in the proprietary (profit making) hospitals.

It cited as an example a 66-year-old man who was hospitalized for a week with a complaint of stomach pains. No studies were made prior to his admission, the interne noting that he "had come in for a checkup." There was no final summary of the findings

nor were there any progress notes. All tests were normal.

"The discharge diagnosis was acute peptic ulcer and vomiting which was not substantiated or investigated by any tests or findings," the report noted, adding: "This blatant diagnosis had nothing to back it up except the need to justify admission."

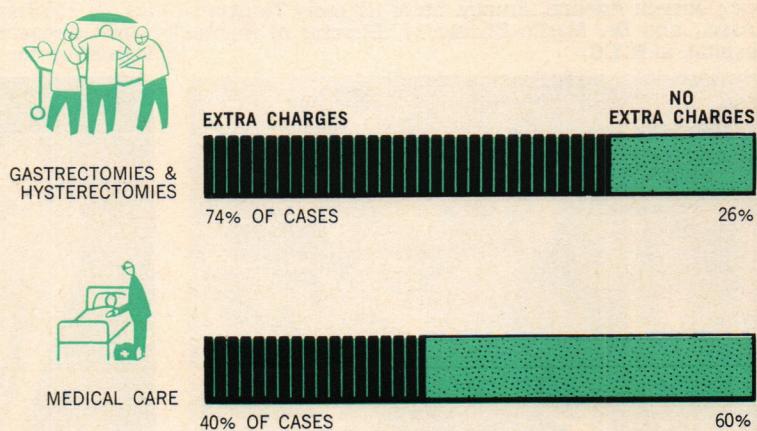
As an example of a case handled poorly, a 45-year-old woman was hospitalized for an operation. But the physician refused to tell her the nature of the surgery because the charges he demanded—\$300 in addition to insurance payments of \$150—were not paid. He also refused to sign her out of the hospital, and she finally had to sign herself out.

The report found that the woman had a small labial cyst and a mountain, including a laparotomy (surgical incision through the flank) was made of it. The proper diagnosis could have been made if the patient had been examined pre-operatively under anesthesia.

The Columbia report continued: "Her pelvis was normal and at operation, no fibroids or cysts were found, and a normal appendix was removed. The duration of the hospital stay was scandalous. She should have been discharged 12 days earlier."

The study called this type of case "a gross violation of medical ethics," since the physician refused to sign the patient out until his bill was paid.

Another case was characterized by the writer of the report as "the worse case I ever saw." It involved a Caesarian section performed in a method now considered outmoded. The details were not reported.

PHYSICIAN EXPENSES BEYOND COVERAGE  
FOR IN-HOSPITAL CARE

Those are some of the things the new approach to health and welfare insurance by Teamster Joint Council 16 hopes to correct, at a time when the entire country is looking for the answer to high cost and mediocre medicare.

The report was careful to point out that the most flagrant violations were confined to a few in the medical profession. Yet, the report did much to strike down the image of extreme reverence with which the American Medical Association has painted the nation's doctors.

#### All to Benefit

Coupled with such antics as the New Jersey doctor group which has announced that it will boycott any plan to provide care for the aged through social security, recent cross-fire aimed at the medical profession is building up a case for reexamination.

Teamster Joint Council No. 16 has begun to reexamine. It wants more for its health and welfare dollar for the rank-and-file member, and if it is successful in its newly announced venture, not only will Teamsters throughout the country benefit, but so will the general public as is so often the case with a major Teamster project.

## Canadian Teamsters Oppose Royal Transportation Plan

I. M. Dodds, Teamster Canadian Coordinator, feels that a recent report of the Royal Commission on Transportation will return the Canadian transportation industry "to the law of the jungle."

Dodds joined with numerous other leaders opposing the commission's ideas which include a proposal to permit railways free access to the trucking industry, and abandonment by the Provinces of control of entry and rate regulation in trucking.

The royal theory is that such a plan would encourage more competition and cure Canada's transportation ills. In some respects, the Canadian report closely paralleled that of President Kennedy's recent transportation message to Congress.

In Canada, the only pleased reaction to the commission's proposal came from the Canadian railroad interests. Others, like Toronto University Prof. A. W. Currie, a commission consultant, predicted that after a year under the new system Canada would be happy to return to the old regulations.

Dodds said the proposals mean that

"competition would eventually be destroyed and the industry left in the control of a powerful monopoly."

The Canadian Teamster leader, emphasizing that "our first concern is for the welfare of our 42,000 dues-paying members in Canada," said both the trucking industry workers and all consumers in the country would suffer because the proposals would kill rather than increase competition.

Dodds said the commission, in effect, has given the railroads in Canada a blank check to either destroy or take over competition.

He said it would be impossible for small trucking companies to compete with the tremendous resources "of the world's two largest railways."

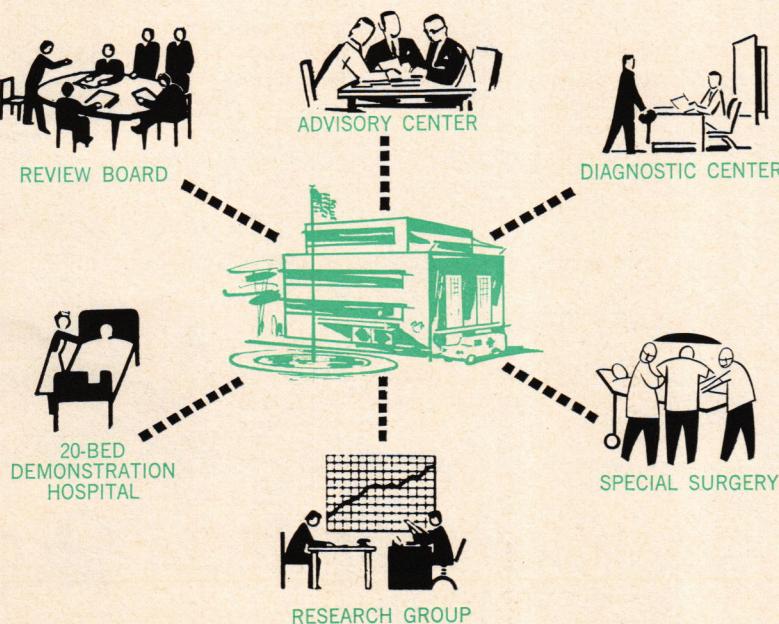
Dodds concluded:

"To protect our members in the trucking industry, we are prepared to join with the industry in a common fight to preserve competition in Canadian transportation and to protect the consumer."

## The AMA's Other Side

The Hill-Burton Act was passed in 1946. It authorizes federal funds to help build hospitals, health centers and nursing homes. First appropriations under the act came in 1948. Since that time \$1.8 billion has been appropriated. All that federal money without a whisper of "socialized medicine" from the American Medical Association or from the doctors and state medical societies presently threatening refusal to participate in President Kennedy's health care proposal if it's passed. As Health Secretary Ribicoff said, "These doctors apparently believe it is all right for the federal government to help build the hospitals in which they practice, but that an insurance plan that would help their patients pay their hospital bills would not be good."

### THE TEAMSTERS' FIRST STEP



# Record Crowds Attend Jo Hoffa Events



Above—Mrs. Harry Bath, president of Teamsters Joint Council 54 DRIVE Ladies Auxiliary in Denver, receives a charter from Mrs. Jo Hoffa as Charles F. Lindsay, Council president, applauds.

Right—Charles F. Lindsay (standing left), president of Teamsters Joint Council 54 in Denver, awards a free trip to Washington, D. C., to Bob Mossberger, a member of Teamsters Local 17 in Denver.

A view from behind the head table shows the crowd of 1,500 gathered at the Denver DRIVE dinner under the auspices of Teamsters Joint Council 54.

RECORD ATTENDANCE at a DRIVE banquet was set recently at Boston where 6,500 Teamsters and their wives helped General President and Mrs. James R. Hoffa charter new DRIVE chapters and auxiliaries.

Held in the enormous Commonwealth Armory, the Boston banquet climaxed an enthusiastic 200-auto motorcade that welcomed the Hoffas to the city.

DRIVE Director Sidney Zagri said the interest in the IBT political action program beginning in Boston on the latest membership campaign swing was carried through the Western Conference of Teamsters in succeeding luncheons at Portland, Ore., Los Angeles, and Denver.

At each affair, Zagri said, an estimated 20 per cent of the Teamster

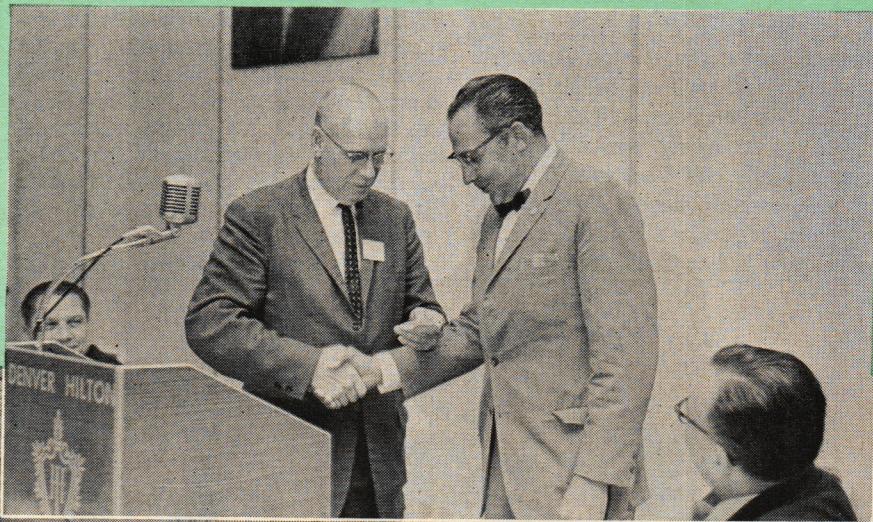
families joined DRIVE in addition to those who already were members. There were 400 present at Portland, 1,300 in Los Angeles, and 1,500 in Denver.

Charters were granted to Teamster Joint Councils and Local Unions in each place. Charters also went to DRIVE Ladies Auxiliaries. Political action programs were inaugurated immediately—the most notable being a motorcade planned from Denver to lobby in Washington, D. C.

Zagri proudly pointed out that each of the four areas visited on the membership swing already had taken steps to organize registration of voters at the precinct level.

He commended both the Boston and Western DRIVE coordinating efforts.

## D E N V E R





Alexander Hylek, president of DRIVE for Teamsters Joint Council 10 in Boston, is shown receiving the DRIVE charter from General President James R. Hoffa as Nicholas P. Morrissey, General Organizer, looks on.

## BOSTON

John Powers, president of the Massachusetts State Senate, was one of the guest speakers at the Boston DRIVE banquet.



Taking a turn at the microphone during the Boston banquet was James Hoffa, Jr., son of the General President. Listening are the General President and Mrs. Hoffa with General Organizer Nicholas P. Morrissey.

At the head table with Mrs. Jo Hoffa during her Boston address were son James, Jr., on her left, and to her right Sidney Zagri, DRIVE director, and William J. McCarthy, president of Teamsters Local 25 in Boston.

Here's a wide-angle view of the 6,500 Teamsters and their wives attending the record-breaking DRIVE banquet in Boston.



Mrs. Jo Hoffa congratulates Mrs. Edna Parr, president of the Teamsters Joint Council 10 DRIVE Ladies Auxiliary, after presenting the charter. Taking part in the ceremony was General Organizer Nicholas P. Morrissey.



## PORLAND

Mrs. Merton Miller, president of DRIVE Ladies Auxiliary of Teamsters Joint Council 37 in Portland, Ore., receives a charter from Mrs. Jo Hoffa at luncheon ceremonies.



General President James R. Hoffa, with Mrs. Hoffa at his side, addresses the DRIVE Ladies Auxiliary of Teamsters Joint Council 37 in Portland, Ore.



Visiting during a coffee break at Portland, Ore., were (left to right): Mrs. Ed Kluckis, Mrs. Rosemary Davidson, Mrs. Alfred Panek, Mrs. Jo Hoffa, Mrs. Richard Murray, and John Sheridan, Western Conference DRIVE coordinator.

## LOS ANGELES

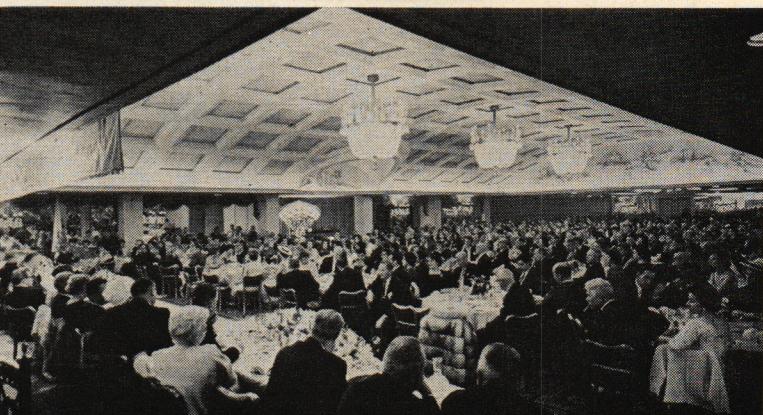
Jack Annand, president of DRIVE for Teamsters Joint Council 42 in Los Angeles, receives the charter from General President James R. Hoffa who also is president of DRIVE.



Shown at right a portion of the crowd of 1,300 taking part in the Teamsters Joint Council 42 DRIVE dinner at the Ambassador hotel in Los Angeles.



Mrs. Jo Hoffa presents a charter to Mrs. Adrienne M. Becker, president of the DRIVE Ladies Auxiliary for Teamsters Joint Council 42 in Los Angeles as Calif. State Sen. Randolph Collier (seated), and Jack Annand, president of the Joint Council 42 DRIVE, applaud the occasion.



## • Retraining To Begin

A \$435 million program will be launched this summer to retrain up to a million workers unemployed as a result of automation or drying markets.

The retraining will be done under the Manpower Development and Training Act signed into law by President Kennedy at mid-March.

Estimates of the number of workers to be affected vary from a half-million upward due to the difference in training periods in job categories.

Planned over a three-year period, the Act provides that the federal government will pay costs alone in the first two years. States will match federal outlays in the third year.

Still not answered by the government, however, is the question long asked by the Teamsters Union and other labor organizations:

Where do you put them to work after you retrain them?

## • 12 Million Trucks

An estimated 12 million trucks will be registered in the U.S. by the end of 1962 according to *Commercial Car Journal*, an industry publication.

In a special 7-page section of a recent issue, the Journal showed a total of 11,711,372 trucks registered in the nation at the end of 1961. Since new unit registrations have not fallen below a half million in any year as far back as 1948, the likelihood is that there will be well over 12 million trucks rolling over the highways and byways at the end of this year.

A breakdown of the 1961 registration figures shows that California leads all other states with 1,029,816 units. It was the first year in history in which any single state recorded more than one million trucks.

Other statistics in the study showed that 52.6 per cent of all registered trucks were 8 years old or younger

in 1961. New truck registrations during the year totaled 501,863—the lowest count since 1948 when nearly 529,000 new trucks were registered.

In 1961, 94 of every 100 trucks in use were straight trucks. Of the total, less than a million were for hire.

## • Proposed Answer

Lengthier paid vacations rather than a shorter work week are one union's proposed answer to problems posed by automation.

The International Woodworkers of America plan to seek contract language giving 28,000 woodworkers in western Canada up to six weeks paid vacation.

The IWA members in western Canada now work a 40-hour week. The Union decided against a 5-hour work week cut proposal to help maintain the industry at maximum production.

## Mahoney, Mahoney, Mahoney, and Mahoney



Edward Mahoney, a member of Teamsters Local 564 in Meadville, Pa., and his wife, Anna May, recently became the proud parents twin boys—their 18th and 19th children. The other Mahoney children pictured here are James, 26; George, 24; Edward, 23; John, 22; Mary Anne, 21; Theresa, 20; Michael, 18; Jane, 16; Lucy, 15; Robert, 13; Catherine, 12; Martin, 10; Dennis, 9; Timothy, 7; Joseph, 6; Beatrice, 5, and Dorothy, 30 months.

## Whatever Happened To This Plank?

Excerpt from the 1960 Democratic platform:

"... We will repeal the authorization for 'right-to-work' laws, limitations on the rights to strike, to picket peacefully and to tell the public the facts of a labor dispute, and other anti-labor features of the Taft-Hartley Act and the 1959 (Landrum-Griffin) Act. This unequivocal pledge for the repeal of the anti-labor and restrictive provisions of those laws will encourage collective bargaining and strengthen and support the free and honest labor movement."

## Work Laws Cost Money

The "National Right-to-Work Committee" spends 42 cents of every dollar it collects on so-called fund-raising expenses.

That's according to a report to Congress by Rep. Ray J. Madden (D-Ind.). In other words, the professional wheedlers have found a bonanza in states where anti-unionists push RTW legislation.

## Who Speaks For Workers

"To the extent that the poor have a spokesman in American life, that role is played by the labor movement. The unions have their own particular idealism, an ideology of concern. More than that, they realize that the existence of a reservoir of cheap, unorganized labor is a menace to wages and working conditions throughout the entire economy. Thus, many union legislative proposals—to extend the coverage of minimum wage and social security, to organize migrant farm laborers—articulate the needs of the poor."—Michael Harrington in, "The Other America."

## Kettle Efforts Recognized



Receiving an award from Captain Grable of the Salvation Army on behalf of Teamsters Local 310 in Tucson, Ariz., are Ed Koenig (center), secretary-treasurer, and Fred Hutzler (right), president and business representative. The award recognized the Local's collecting the largest amount of Christmas Kettle donations in Tucson last December.

## Federal Judge Says Bobbie Uses Strong Arm Tactics

A 1961 Illinois appointee of President John F. Kennedy to a federal judgeship has accused the justice department and Attorney General Bobbie Kennedy of strong-arm tactics and attempts to take over the duties of the courts.

District Judge Hubert Will last month sharply criticized letters from the Justice Department to Illinois Bell Telephone Company and Western Union, instructing them to stop service to two racing news service companies in Chicago.

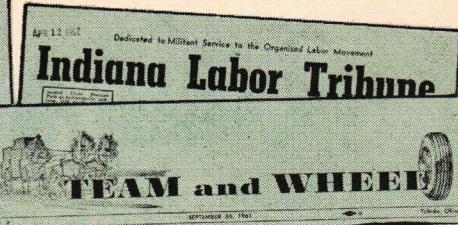
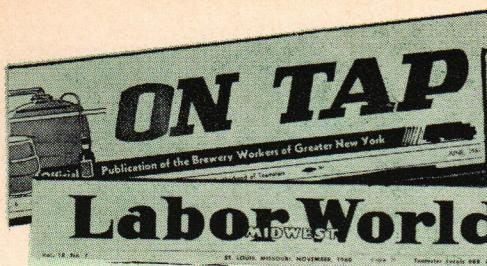
The racing news service companies went into court asking injunctions to have telephone and wire service continued, claiming removal of the service would put them out of business.

Judge Will continued the case until June 29th, thus insuring the racing news companies of at least another month of service. The judge then delivered a stern lecture to government attorneys. He said:

"This is the way the executive branch of government seeks to take over the administration of justice. The government seeks to put these people out of business, and makes them come to court to get back their rights."

The judge then instructed the attorney general's office to specify what federal, state, or local law was violated by the plaintiffs.

Thus at a time when the attorney general of the United States is seeking additional law enforcement powers—seeking to legalize the tapping of telephones on a broad scale—a U.S. district judge is accusing the attorney general of abusing the powers he does have.



## TEAMSTERS communicate!



### Press facilities make members best informed of any union

Teamster Union members are more fully and regularly informed than are members of any union in the country.

For every 10 copies of any kind of labor publication circulated anywhere in the nation, a Teamster receives a copy of *The International Teamster* and/or newspapers and newsletters published by his Conference, his Joint Council, and his Local Union.

The Teamster line of communication, in short, explains one of the basic elements in the cohesiveness of the International Brotherhood.

An example of the IBT leadership in labor publications is the magazine itself which has an average 1,433,000 circulation, making it the largest such periodical in the world. On the basis of impartial surveys show that it is read by more than 3,800,000 people every month.

Counting the magazine circulation and the total distribution of other formal Teamster publications, that is, newspapers only, Teamster members easily have access to more than 1,700,000 pieces of printed copy a month. Most of the newspapers are published twice a month which actually further increases the circulation total.

Total circulation of members belonging to the International Labor Press Association, composed mostly of AFL-CIO publications, is estimated at 15,000,000. The figure represents distribution of both International Union magazines and newspapers along

with Council and Local Union publications.

Leading the roster of large Teamster newspapers are the two West Coast publications, the *Northern California Teamster* and the *Southern California Teamster*. Each has a circulation fluctuating at the 100,000 mark.

Other equally well-known but smaller Teamster newspapers include the *Oregon Teamster*, *Wisconsin Teamster*, *Rocky Mountain Teamster*, *Northwest Teamster*, *Northeastern Teamster*, *Washington Teamster*, and so on. Most of them are sponsored by Joint Councils.

A pair of new additions have joined the Joint Council ranks of publications in recent months. Joint Council 36 in Vancouver, B.C., established the *B.C. Teamster*. Joint Council 71 in Phoenix, Ariz., began publishing the *Southwest Teamster*.

Among the more notable newspapers published by Teamster Local Unions are *Honeywell News* put out by Local 1145 at Minneapolis, Minn., and *Team and Wheel* published by Local 20 in Toledo, Ohio.

Four Teamster Locals sponsor *Labor World* published at St. Louis, Mo., for members of 688, 610, 405, and 774.

The network of Teamster news dissemination extends beyond tabulation in the matter of mimeographed or offset bulletins distributed by various Local Unions. It can be estimated that any Teamster Local with a mem-

bership of 750 or more probably circulates such a bulletin ranging in size from one to four pages.

As in all other labor publications, the Teamster magazine, newspapers, and bulletins reflect the autonomy of the organizational units for which they are published. They exchange issues and frequently use each other's items when the editors feel the readership reception would be good. Additionally, the Teamster News Service supplied regularly by the IBT supplements local news.

All in all, the flow of Teamster information is constant and complete, reflecting not only news of strictly Teamster doings but also non-union items that directly affect IBT membership at the local, regional, national, or international level. The latter is particularly true regarding news of legislation being handled by Congress and state assemblies.

The most effective Teamster leaders from shop and plant stewards on up have long known that a well-informed membership is the best security a union can have to insure organizational knowledge, strength, and loyalty.

There is one way the rank-and-file Teamster can make certain he is participating in the IBT line of communication and that is by informing his publication of any change in address he makes. That's the only way he can remain the most fully and regularly informed unionist in America.

# Kerr-Mills Substitute for Social Security Medicare Fails Dismally

WHILE ORGANIZED doctors rant and rave against the proposed King-Anderson Bill to provide medical care for the aged under Social Security, nevertheless, the brief record of the Kerr-Mills legislation—passed in 1960 as a cure-all answer—shows an undeniable need for a more effective program.

Kerr-Mills (Public Law 86-788) has failed. It was supposed to create a program of medical assistance for old-timers lacking the income and resources to meet the costs of medical care. Only a lucky few have been helped.

Abraham Ribicoff, Secretary of Health, Education, and Welfare, submitted a report in mid-March to the House Ways and Means Committee—where King-Anderson has been bottled up—on the subject of “Medical Care Under Public Assistance—October 1960 to October 1961.”

In an almost detached manner, the HEW Secretary laid bare the dismal record of Kerr-Mills. It was a complicated, factual report accompanied by a letter addressed to Rep. Wilbur D. Mills (D-Ark.), chairman of the House Committee, in which Ribicoff noted:

“I think the findings of this study support the conclusion that to rely on existing public assistance legislation alone as a means of meeting the medical care needs of aged persons would not only fail to cover many aged people in need, but would also be very costly in general revenues.”

He went on to suggest that Kerr-Mills, the standing law, would be more accurately termed a “supplement” to the protection possible “under the Administration’s proposals

for health insurance for the aged through Social Security.”

Secretary Ribicoff emphasized to Rep. Mills, for example, that only about half the states now have programs of medical assistance for the aged. He said further that the latest monthly (January, 1962) figures showed that more than 90 per cent of the aged receiving medical assistance were concentrated in but five states.

When supporters of Kerr-Mills were pushing the legislation through Con-

gress, one part of the language they bragged about was that states would have free choice. They would not get a federal program rammed down their throat. Kerr-Mills was to be used by the states to fill the gaps in their individual programs.

The theory was fine. In practice, it has been different. While additional funds were made available to the states for medical care under Kerr-Mills—making it possible for them to improve the quality of services for needy individuals—the majority of

## Volunteers Help Handicapped Kids



Members of Oakland, Calif., Teamsters Local 923 volunteered to chauffeur students of the Winston School for Handicapped Children when they attended their 15th annual party thrown recently by a group of Oakland businessmen. Shown (left to right) with some of the youngsters are: Leo J. Kell, Local 923 secretary-treasurer, Roy Bennallack, Floyd Heil, Donald Serradell, Clarence Ford, Walter Krieger, Yewed Neel, and John J. Thomas.

states have dragged their feet. Most of them still do not provide the five major types of services without some limitation on the conditions needing care or on the extent of that care.

Ribicoff's report read:

"A significant development has been that some states previously providing little or no care under the public assistance programs have assumed responsibility for limited services.

"A small group of states have not acted to establish medical assistance for the aged or to expand the scope of care under other programs where generally comprehensive services were already available.

"A few additional states requiring legislation or increased appropriations have taken no action.

"As a result of state limitations, services under medical assistance for the aged have been provided to comparatively few of the nation's older citizen's."

In such manner has Kerr-Mills met the challenge of aiding the helpless, elderly ill of the nation.

What then has happened to expenditures for medical assistance to the aged, expenditures which were being made at an annual rate of \$164 million by October, 1961?

In some states, according to Ribicoff, the money has gone into old-age assistance or medical assistance for the aged; in others, the money has been siphoned into other public assistance programs.

Two states, Arizona and Alaska, have not been concerned one way or the other. Their public aid programs lack provisions for medical care to anyone—young or old.

Ribicoff reported to the House Ways and Means Committee that in January, 1962, there were 64,690 senior citizens receiving medical assistance according to statements received in his office from the various participating states. The total amount of money expended on these people was \$14,852,990.

Of the nearly 65,000 receiving medical assistance, some 58,247 of them (more than 90 per cent) were benefiting from programs in five states—New York, Massachusetts, Michigan, Maryland, and Kentucky. The cost for aiding them was \$13,802,391.

That means there was left the sum of \$1,049,599 in Kerr-Mills money

spent on all the other indigent elderly people needing medical aid elsewhere in the nation during January, 1962! An astounding medical care success story!

West Virginia is an illustration of how a state can participate as little as possible in the Kerr-Mills set-up and yet be listed among those taking advantage of the program.

In the same January report delivered by Secretary Ribicoff, the figures showed that 52 elderly persons in

West Virginia—perhaps the most economically-depressed state in the union—received medical assistance totaling \$4,718 in cost for an average of \$90.73 per person.

\* \* \*

One of the least understood and least publicized drawbacks of the Kerr-Mills law is the piecemeal manner in which states may or may not partake in the federal funds.

There are five types of assistance for elderly people needing medical

## **Goldberg's Defense of 'Sweatshop' Conditions Rapped by Civic Leader**

*The following letter appeared in the New York Times on May 21, 1962. I. D. Robbins, the writer, is president of the City Club of New York, an organization of civic leaders which serves as a form of "watchdog" body over the city's problems.*

TO THE EDITOR OF THE NEW YORK TIMES:

It is understandable when the President calls for avoidance of large wage and price increases. But it is incredible when the Secretary of Labor appears to defend sweatshop wages.

When District Council No. 16 of the International Brotherhood of Teamsters in a carefully documented study called attention to the growth of sweatshops in New York and traced part of it to the failures of the needle trades unions, Secretary Goldberg replied by abusing the Teamsters Union.

Instead of decrying the failure of the needle trades unions to get the same relatively decent treatment for the newer migrants from the South and Puerto Rico that they got for those from Russia and Italy, the Secretary, in his appearance before the Workmen's Circle convention in Atlantic City May 8, talked about auditing the Teamsters' books. This was low-grade political rhetoric, unworthy of a man who has made many fine contributions.

No diversion can hide the fact that over the past three years Teamsters District Council No. 16 has performed a singular public service in dramatizing the growing low-wage problem in New York City. The figures compiled by Nicholas M. Kisburg of the Teamsters' staff, openly published and freely distributed, have not been faulted by anyone.

Those of us who have long recognized the growing cost of the sweatshop, its degrading social effects and its appetite for ever higher city budgets will not be dissuaded by a quite understandable desire not to offend the garment unions. In all honesty we cannot overlook the fact that it is the Amalgamated Clothing Workers which condones the low wages in the laundry industry of New York, where we have 11,000 employees earning less than \$1.50 an hour, where the average wage of women workers is only \$1.32 an hour and where the minimum wage was only recently raised to \$1.20 an hour, exceeding the legal minimum wage by only 5 cents.

On this issue I much prefer the forthright attitude of Local No. 3 of the International Brotherhood of Electrical Workers. Under the leadership of Harry Van Arsdale Jr., Local No. 3, unable to obtain a minimum wage of \$1.50 an hour for its lampshade and fixture workers through collective bargaining or appeals to Mayor Wagner and the City Council, has at least exempted those earning less than \$1.50 an hour from paying union dues.

The Secretary of Labor was formerly counsel to the United Steelworkers of America. Would he have condoned sweatshop wages in the steel industry? Should he condone them in any industry?

**I. D. ROBBINS,**  
President, The City Club of New York.

## SPECIAL REPORT

care: hospitalization, physicians services, dental services, prescribed drugs, and nursing home care.

A state can provide for limited hospital assistance, for example, yet fail to include provision for physician fees. Or it may easily assume all five types of assistance but in such a limited degree that the overall plans is virtually worthless.

For example, suppose you are old and sick and bankrupt in Mississippi. Under Kerr-Mills, Mississippi's program will provide hospitalization for you under acute conditions with limitations regarding length of stay, but will not provide physician's services, pay dental costs, carry the tab for prescribed drugs. Mississippi will, however, put \$40 toward nursing home care for you even if you have no doctor or medicines.

The state of Georgia will contribute \$65 to your nursing home care but you can beg for hospitalization, a doctor, or medicine.

North Carolina will pay hospitalization and post-hospital nursing home care only. Get your own physician—if he'll work for nothing.

One of the ideal programs to develop under Kerr-Mills has been that in the state of New York. There if

you are old and need medical assistance beyond your ability to pay, New York will give you hospitalization under the so-called vendor method of payment (direct to the hospital), pay your doctor, provide essential dental services, pay the cost of prescribed drugs under the vendor plan, and underwrite nursing home care.

Physicians lobbying against the King-Anderson Bill have been quick to claim that if enacted it would destroy the doctor-patient relationship which one medico rebutting President Kennedy recently described as a relationship "next to God."

Eight states besides the uninformed Arizona and Alaska have not heard of this vaunted doctor-patient relationship apparently, because under Kerr-Mills they make no provision for physician services.

Seven states have no hospitalization programs. Fifteen states lack dental service programs in their public aid, perhaps feeling that a toothless citizen at least can't bite the political leaders. Thirteen states apparently have decided their elderly sick can withstand pain because the states will not pay for prescribed drugs.

So goes the sordid record of medi-

cal care for the aged under Kerr-Mills, the program which arch-conservatives in Congress say needs more "testing time."

The foes of King-Anderson have forgotten what a broken hip can do to an old man or old woman. They haven't seen an aged person gasping for breath under an oxygen tent. Nor have they watched a senior citizen too poor to buy store teeth attack corn on the cob.

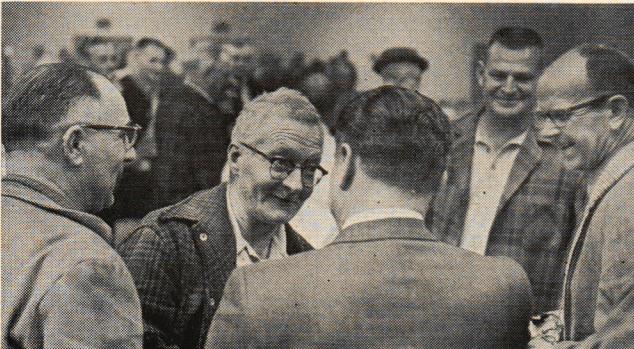
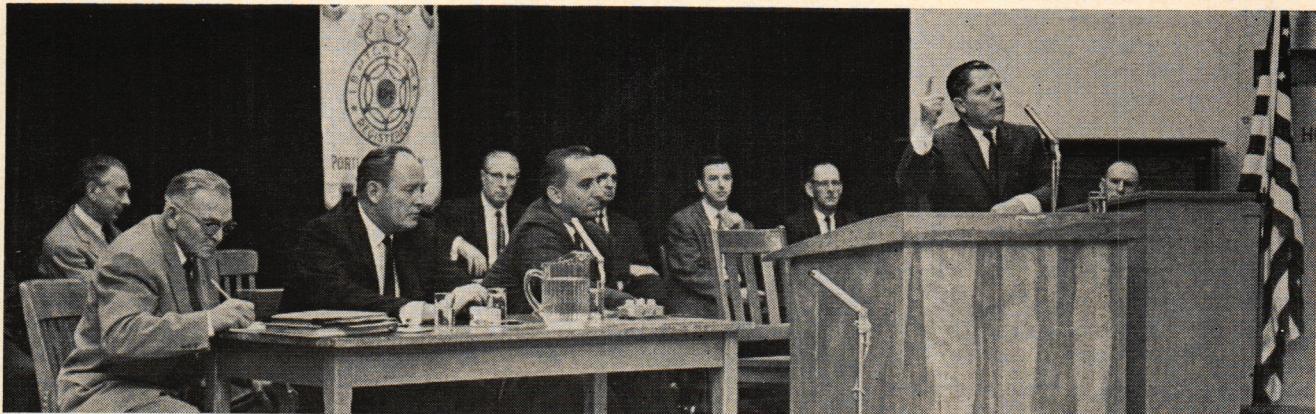
Time and tenderness of the true doctor is to be devoted to the young and able to pay—that seems to be the credo of Kerr-Mills supporters and King-Anderson enemies.

Two measures are now stalled in Congress, S.909 and H.R.4222. Lumped together, they are known as the King-Anderson Bill. Often the names are reversed and it is termed the Anderson-King Bill. Either way, it is the answer to overcoming the deficiencies of Kerr-Mills.

General President James R. Hoffa, recently sent a DRIVE Actiongram to all Joint Councils urging affiliated members to write their Senators and Representatives in support of S.909 and H.R.4222.

Do it now!

### General President Addresses Portland Local Meeting



In an address before the general membership of Local Union 162, Portland, Ore., General President James R. Hoffa stressed the importance of area-wide and national agreements to protect the standards of Teamster members. Shown above, as he talked to Local 162 members—who cheered him enthusiastically—are, from left: Don Farmer, medical steward; Jack Curtis, recording secretary; Joe Edgar, secretary-treasurer; International Vice President Joseph Diviny; James R. Harding, former Local 162 president and now a general organizer and special representative; Marvin Mayo, business representative; Albert Panek, business representative, and General President Hoffa at the mike. Left: President Hoffa (back to camera) greets Local 162 members.

# White House Economic Parley Does Little to Help Workers

A shotgun address by President Kennedy opened the White House Conference on Economic Issues in late May, and as might be expected, the target was missed completely.

Rather than specify any issue rating extraordinary consideration by the invited delegates, the President scattered his words over a variety of subjects ranging from collective bargaining to our vanishing gold.

That left it up to Labor Secretary Arthur J. Goldberg, who spoke next after the President, to get down to cases. He assured the conference that the Administration is "totally committed to free collective bargaining as the major means of wage determination."

He said the Administration was against compulsory arbitration or government-imposed settlements. The Labor Secretary said further that the Administration seeks to defend and preserve "the right of employees and employers to assert their economic force in collective bargaining situations."

"However," Goldberg added, "we seek, by all available means, to minimize economic conflicts in collective bargaining . . ." He then put up a stout defense of the Administration's famous "guidelines" recently laid down for bargaining of wage settlements.

Observers to the conference felt that delegates from labor and management might have come prepared with two speeches—one for war and one for peace—and in view of the Kennedy-Goldberg sleight-of-hand, decided to use their war talks.

The first management speaker—J. W. Keener, president of the B. F. Goodrich Co.—attacked the Kennedy guidelines as "impractical and unwise."

Keener also voiced opposition to the Administration's policy that wage increases should match productivity gains. Like other management speakers that followed, he thought investors and owners should get the heaviest slice of pie.

As a wind-up, Keener urged amending the laws "which grant labor organizations immunities and privileges denied other sectors of the economy."

That kind of left it up to George Meany, AFL-CIO president, who also happened to have a war speech along.

Meany challenged the anti-unionism of some employers and employer associations and urged management to educate its own members to the joys of collective bargaining. He concluded: ". . . Let us get on with the job of building mature collective bargaining relationships."

It wasn't long before the more than

## IBM and JFK

President Kennedy's understanding of collective bargaining was clearly demonstrated recently at his White House Conference on Economic Issues.

Instead of being introduced to delegates to the conference by Secretary of Labor Goldberg who is supposed to be the representative of the working people in the country, President Kennedy was introduced by Thomas J. Watson, Jr., chairman of the board of International Business Machines.

IBM is the world's largest manufacturer of business machines and computers, has a history of anti-unionism and has fought organization so violently that its plants are organized only on a token basis today.

200 delegates began to feel little would be resolved at the White House conference. They complained the meeting was too big and too public.

And many of them thought the conference was an Administration trick allowing the airing of its views in such a subtle manner that no labor or management representative could loudly contest them.

## Death by Driving

(Continued from Page 13)

The attitude of the automobile death problem by this research staff may be summarized by mentioning the difficulty of the work, the intricate complexity of the many variables, the promise for a better understanding of the "disease," and the high personal and professional motivation to contribute scientifically to its solutions. We have encountered many roadblocks which were removed by developing better methods. We have managed organized opposition by careful work, integrity and patience. We have rewarded cooperation by being cooperative. We have balanced the lack of assistance in high places by the genuine interest and help offered by persons whose lives were directly affected by the cases. By these several means the nature of the automobile death is slowly yielding to scientific inquiry.

## Teamsters Aid In School Emergency



Teamsters Local 299 of Detroit received the hearty thanks of the U. S. Department of Agriculture and school administrators recently for contributing to the success of a Special Commodity Assistance Program. The Teamsters volunteered assistance to deliver foods to especially needy schools in a winter emergency. Shown with students are George Shelp, Local 299 business representative (in coat and hat), who was in charge of the program. He was assisted by Ray Bean, union steward (next to Shelp in Teamster jacket).

## Teamsters Attack 'Gray Area' Operators

TEAMSTER TESTIMONY was given recently before a Senate Subcommittee in support of two proposed bills as the IBT sought to grapple with the job threat facing thousands of members affected by cut-throat competition of motor carriers engaged in "gray area" (illegal) operations.

Teamster General President James R. Hoffa recently stated that the problem of the gypsy operator or the gray area operator could be solved if only they were required to adhere to adequate safety measures. Hoffa proposed that the responsibility be imposed on the carrier to require dispatchers to refuse to issue manifests until gypsy operators have insurance subject to review every 60 days depending upon the mechanical condition of their rig, and common carriers have produced certificate of mechanical inspection in their own or outside garages.

Hoffa stated also that every driver should be required by the Interstate Commerce Commission to enter in his log the number of hours of continuous driving—which cannot exceed 10.

Offering the testimony on S. 2560 and S. 2764 before the Subcommittee on Surface Transportation of the Committee on Commerce was Sidney Zagri, Teamster legislative counsel.

Cited by Zagri as one of the prime examples of "gray area" operation was the "ruthless competition" of exempt carriers in the transportation of perishable commodities not under economic regulation. He named the so-called "bull haulers."

Common carriers, said Zagri, who have been in business for decades find themselves in serious trouble because of the "bull haulers." The "bull haulers" transport cattle from adjacent states into Chicago. They operate in complete disregard of safety regulations regarding driving time. After delivering their load, they make available their services at marginal prices in order to insure a backhaul.

The Teamster spokesman said: "The marginal nature of this operation results in the destruction of standards of public safety as well as disregard for fair competition and prices."

Zagri made it clear that one of the most pressing needs in this area is for the ICC to exercise forcefully its enforcement procedures pertaining to safety requirements on non-regulated carriers.

He said one result from the elimination of minimum rates is price wars which in turn create pressures for driving long hours beyond prescribed maximums, permitting equipment to deteriorate, and the taking of unnecessary risks.

Teamster members are affected, Zagri said, when the cut-throat competition forces "legitimate common carriers to seek economic relief under our collective bargaining agreements." He added:

"In many instances, it has resulted in having the carrier place an embargo on a tariff on meats or perishable cargo. This means complete elimination of those runs and loss of jobs for our members."

Zagri said the situation permits the economic dice to be loaded against the common carrier. The exempt operator competes on labor by hiring

## Maine Teamster Named 'National' Driver of the Year

Arthur M. Lear, a member of Teamsters Local 340 in Portland, Me., has been named "National Driver of the Year" by the American Trucking Associations.

ATA, in announcing the award for Lear who lives in Brewer, Me., said the honor for professional truck drivers went to him in view of his near-perfect 16-year record of safe driving along with his heroic act in saving the life of a teenager a year ago.

The award is an addition to the list of honors given the Teamster driver. Lear was named "Driver of the Month" for June, 1961, by the Maine Truck Owners Assn., and later, "Driver of the Year" by the same group.

Lear, an employee of the St. Johnsbury Trucking Co., of Cambridge, Mass., has driven some 340,000 miles with only one slight accident. In reviewing the circumstances of his only chargeable mishap, the award committee discovered that Lear merely bumped the side of a building once when he was being directed away

from a loading platform in an extremely narrow alley by a person on the "blind" side of the truck cab.

Lear earned New England acclaim



Arthur M. Lear, named "Driver of the Year" last month by the American Trucking Associations, has been a member of Teamsters Local 340 in Portland, Me., since October 24, 1954.

a year ago when he rescued Francis Cyr, 15, from the swirling Penobscot river. The boy was caught in rapid water. Lear stripped off most of his clothing, swam nearly 100 yards in churning water, and brought the youth to shore.

The award judges discovered that Lear also was involved in an attempted rescue a dozen years ago. However, his efforts to save another drowning victim—this time from Lake Lucerne—were unsuccessful because he was summoned too late by witnesses.

Lear, 39, recently completed spare-time construction of his own six-room home and moved in the family: wife Jane, 19-year-old daughter Sandra, and 12-year-old son Alan.

Described by his fellow union members and employers as a "gentlemanly, unassuming, and conscientious man," Lear enjoys hunting and fishing as hobbies.

He is a veteran, having served in both the European and Pacific theaters during World War II as a shipfitter with a task force that earned four battle stars.

drivers below union scale or by hiring owner-operators. The exempt carrier also encourages violation of public safety regulations by neglecting equipment and ignoring driving time restrictions.

"Under these circumstances," the Teamster spokesman added, "'gray area' shippers gain temporary price advantage. But in the process, they contribute to the destruction of a stable common carrier system."

#### Third Casualties

Subsequently a chaotic price structure in which the exempt carrier operates results in a tremendous turnover among owner-operators. The Perishable Commodities Carriers Assn., Inc., of San Antonio, Tex., estimates that about one-third of the small exempt truckers go out of business each year.

Discussed in detail by Zagri was the matter of public safety. He quoted the executive secretary of the National Agricultural Transportation League who had already testified before the subcommittee that the safety record of exempt truckers "is not a pleasant one."

Zagri said a method of taking the edge off the "gray area" operator's unfair competitive razor would be to force compliance with public safety requirements by the exempt private carrier. The increased cost of keeping his equipment in good condition and observing driving limits would make the exempt carrier charge rates com-

parable with those of the regulated carrier.

In the matter of enforcing existing laws and regulations, Zagri recommended that the Senate Committee request the Interstate Commerce Commission to define the scope of its police authority and estimate the staff needed to fulfill its responsibility under the law.

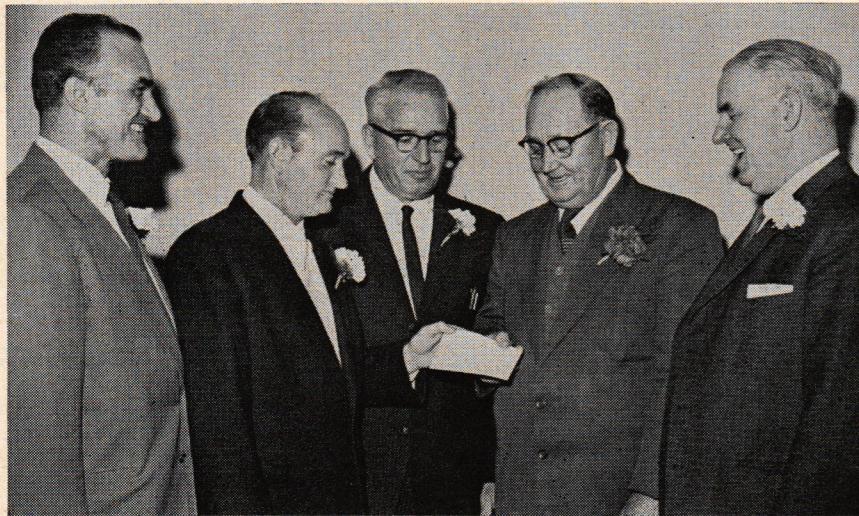
The reason, of course, is that existing laws and regulations are not enforced as they might be. "Gray area" operations involve widespread violations of both economic and safety regulations. The ICC generally abdicates its responsibility of enforcement and hopes that the states will fill the vacuum. But they don't.

Zagri concluded: "With the rate of deterioration of the common carrier system today, the estimate of the Doyle Report that over 50 per cent of the intercity delivery of freight would be in the hands of private or exempt carriage by 1975 is entirely too conservative."

#### Recommendations

The Teamster legislative counsel made two other recommendations: (1) that the term "private carrier of property" be redefined as outlined in the Doyle report, (2) that currently exempt farm-to-market-for-hire transportation should be defined as for-hire transportation from the point of production to the first point of unloading or transfer.

### Walsh First To Retire



Joseph Walsh, the first member of Teamsters Local 229 in Scranton, Pa., to retire on the Central Pennsylvania Teamsters Pension Fund, was honored recently at a dinner attended by 200 persons. Shown (left to right) are: Eugene Arcurie, Edward Williams, Business Agent Peter Pagotto, Walsh receiving a gift, and John A. Durkin, all of Local 229.

## ICC Sets New Rules on Hours

New hours-of-service regulations affecting nearly all over-the-road drivers were approved last month by the Interstate Commerce Commission.

The rules impose new limits on the daily distribution of driving time. ICC safety personnel have authority to order drivers out of service for failure to comply with the regulations.

A summary of the new regulations to go into effect July 15, 1962, was prepared by the International Brotherhood of Teamsters research department:

**DAILY DRIVING TIME LIMITS**—With certain exceptions, "no motor carrier shall permit or require any driver used by it to drive nor shall any such driver drive more than 10 hours following 8 consecutive hours off-duty, or drive more than 2 hours after having been on-duty 13 hours following 8 consecutive hours off-duty."

Note: A driver will be required to complete his maximum 10 hours' driving within the first 15 hours of duty. After the first 15 hours, the driver—if still on duty—may engage only in non-driving work.

**WEEKLY HOURS**—"No motor carrier shall permit or require any driver used by it to be on-duty, nor shall any such driver be on-duty more than 60 hours in 7 consecutive days . . . regardless of the number of motor carriers using the driver's services; provided, however, that carriers operating vehicles every day in the week may permit drivers to remain on duty for a total of not more than 70 hours in any period of 8 consecutive days."

Note: The order defines "7 consecutive days" as the period of 7 consecutive days beginning at 12:01 a.m. on any day, and "8 consecutive days" as the period of 8 consecutive days beginning at 12:01 on any day. After written notice by carrier to ICC, drivers may prepare logs for a 24-hour period beginning at noon of one day and ending at noon the next day.

#### • Lie Detector

A National Labor Relations Board examiner has ruled it is an unfair labor practice for an employer to give a prospective employee a lie detector test regarding the worker's attitude toward labor unions.



# FROM the FIELD

## Teamsters Help In Flood Threat

Members of Teamsters Local 650 in Ft. Dodge, Iowa, were among the first volunteers to help when spring floods threatened the community recently.

City and civil defense officials put out a hurried call for help to move furniture that was endangered by rising waters in some of the Ft. Dodge low-lying areas.

A half-dozen trucking companies offered equipment to do the job and the Teamsters responded to drive the trucks. High and dry warehouse facilities were located.

The result was a saving in thousands of dollars worth of home furnishings that Ft. Dodge citizens might have had difficulty replacing.

## Canadian Local Splits 3 Ways

One Canadian Teamsters Local headquartered in Calgary and operating for 19 years as a general drivers organization has been split into three new Locals.

Local 987 began with a handful of members and became a unit of 1,700 members with 50 contracts in 11 different industries through the years. Three new charters were issued recently to facilitate the Teamster operation.

Local 987 will represent all dairy drivers, plant employees, creamery employees, bakery salesmen, grocery, produce, hardware, and general warehousemen, and cannery employees of Southern Alberta with 29 contracts and nearly 1,000 members.

Local 362 will represent all highway drivers in the Province of Alberta, city cartagemen, and building material employees of Southern Alberta, with 20 contracts and more than 500 members.

Local 658 will represent some 80 members working at a creosote plant.

## Provincial Police Assault Strikers

Police in Montreal, Quebec, have shown themselves to be decades behind the times in bowing to the wishes of business when it comes to strike-breaking.

Law and order oaths went out the window recently as police used tear gas bombs and fired warning shots to halt members of Teamsters Local 106 in their effort to keep scabs from going through the lines outside the strike-bound Smith Transport Co. depot in Montreal.

Rod Hayes, Local 106 president, sent a telegram protesting the police behavior to Georges LaPalme, attorney general of Quebec Province. Hayes said the role played by Provincial police in the Quebec dispute unfairly aided strike-breakers.

Hayes also protested the use of tear gas and guns against a properly-constituted picket line. There were no arrests in the flare-up as Teamsters were the victims also of flying wedges of police bringing in scabs to operate the firm's trucks in defiance of the strikers.

## Teamster Testimonial

Bro. Lois Ferguson, a road driver member of Teamsters Local 373 at Ft. Smith, Ark., recently made a statement which illustrates why protectors of the plantation economy in the South do their utmost to resist unionism:

"In 1933 I was working night and day for \$50 a month and no conditions. As a Teamster, I now enjoy the best contract given to any working man in America.

"I don't want to go back to the miseries of 1933 and would gladly give more to fight any danger we might have in going back to those days."

## Three Saved By Teamsters

Two members of Teamsters Local 153 in Newark, N.J., recently saved three lives with quick thinking.

Heroes in the story were Pete Dellane and Jesse Doran, beer drivers. They were making a delivery to an Elizabeth, N.J., club when they found the bartender, Joseph Zera, unconscious on the floor. Zera had been overcome by fumes. Also affected were two small children living in an upstairs apartment.

Dellane and Doran applied first aid to Zera until the bartender was removed to a hospital where he recovered under an oxygen tent. The children also received medical treatment after being discovered by firemen.

## Local 102 Starts Union Newspaper

Another newspaper, this one sponsored by Teamsters Local 102 in Newark, N.J., has joined the ranks of formal publications in the IBT.

A handsome, four-page publication of tabloid size, the paper is still without a name as the Local is holding a monicker contest. For the moment, it is *Teamsters 102 News*.

# WHAT'S NEW?

## Electric Fuel Pump With No Return Lines

Fuel pressure in engines up to 400 horsepower is controlled by a new electric fuel pump that needs no return fuel lines. The unit, manufactured by a nationally-known Milwaukee firm, maintains constant pressure and prevents the formation of vapor.

• • •

## Foil Vehicle Thieves With New Devices

Two devices are now being marketed, one from Cleveland and one from Minnesota, designed to prevent the theft of vehicles.

One is a fuel line lock that installs between the fuel pump and carburetor. It shuts off the fuel flow when the valve is closed and case locked.

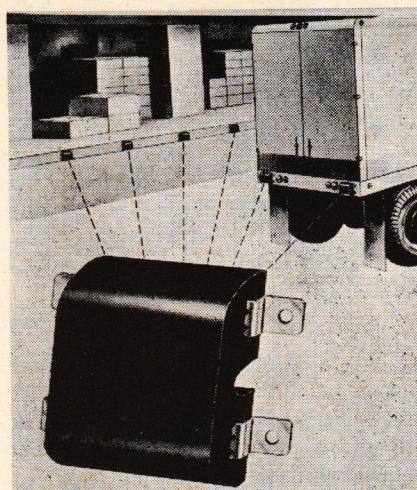
The second device installs in any hydraulic brake system, locking the brakes on the removal of the ignition key.

• • •

## Transistorized Ignition Presented by Ford Line

In Ford's new transistorized ignition system, transistors take over the role of distributor breaker points, resulting in a more reliable electrical system with better performance and lower maintenance costs due to fewer failures. The new system consists of a distributor (without condenser), special high-voltage coil, ceramic resistor block, and the transistor package which is mounted in the cab rather than the engine compartment. Advantages for heavy-duty trucking operations include elimination of points, longer spark plug life, easier starting, better combustion, hotter spark and improved engine performance at high speeds.

## Trailer, Dock Bumpers In Polymer Rubber



An Ohio firm is offering a line of high-grade polymer rubber trailer and dock bumpers. Their special compound resists shock, weather and low temperatures. Two basic models are offered with special sizes on request.

• • •

## Trap Provides Positive Crankcase Ventilation

For positive crankcase ventilation a new sludge-trapping device is being marketed that, it is claimed, removes soot, carbon and other contaminants from crankcase blow-by gas before it enters the intake manifold and returns to the cylinders as fuel.

In use, emission gas from the crankcase is piped from the breather tube into the sludge trap. The trap is a glass canister containing a solvent fluid which washes dirt particles from the gas. The cleaned gas is then piped from the trap to the intake manifold.

Tested for a year on ten trucks, the average mileage per vehicle during the test was 75,000 miles. Results of the test showed a ten percent saving on fuel consumption, 50 percent longer lube oil life, clean intake valves and piston rings, and no sludge in the crankcase or oil pan.

• • •

## New Air-powered Windshield Washer

Any air-equipped vehicle can be fitted with a new windshield washer

for heavy-duty vehicles. The compressed air action produces a powerful jet spray to help the wiper remove grime and bugs.

• • •

## Multiple Advantages Of Battery Filler

Many advantages are cited for an automatic battery filler. Among them are the following: it is made of semi-rigid, translucent polyethylene; is impervious to acids, grease and corrosion; has a convenient see-through column which is graduated in pints to indicate the amount of the electrolyte used, and has a nozzle positioned at a 45-degree angle to permit close-quarter battery servicing.

• • •

## Booth Makes Radiator Cleaning, Flushing Easy

A newly-available radiator flushing booth makes a clean, easy job of washing, back-flushing and painting vehicle radiators. Designed to eliminate splashing water and paint fumes, the booth features a radiator stand that is invertible to provide standard base for regular-size units or low base for larger ones.

• • •

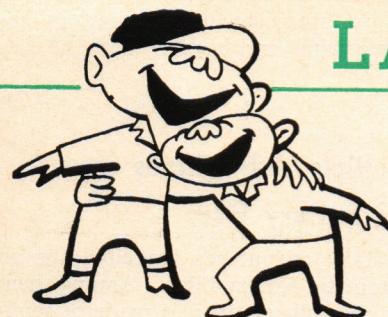
## Compact Bumper Jack With 3000-Lb Lift

A new bumper jack designed for extra safety has a 3000-pound capacity and an extra heavy frame with a wide stance and welded construction for safe lifting. It folds compactly, takes up same trunk space as an ordinary bumper jack.

• • •

## "Duck-Bill" Spreader For Close Quarters

A midget hydraulic "duck-bill" spreader now available is a self-contained, compact unit for use with an hydraulic pump. Just 10 inches long with flat blades (3/4-inch thick closed) that spread to a full four inches. Designed to speed up work in close quarters, it has serrated jaws to prevent slippage or backing off when placed in a "V" and power applied.



## LAUGH LOAD

### Too Dangerous to Walk

"Do you drive?" asked the insurance salesman.

"No."

"Do you fly?"

"No."

"Sorry, sir, our company no longer insures pedestrians."

### Some Fun

"Why are you rolling the trash can around, Willie?"

"To amuse little Betty."

"And where is Betty?"

"In the trash can."

### Harmless Prank

Mrs. Smith: "Where did that naughty little boy of yours get that gash on his forehead?"

Mrs. Brown: "Your little angel hit him with a brick."

### Follows Pattern

Hollywood Bedtime Story: "Once upon a time there were three bears—Mama Bear, Papa Bear, and Baby Bear by a previous marriage."

### 2 True

A summer vacation is like a succession of 2's. It consists of 2 weeks which are 2 short. After that you are 2 tired 2 return 2 work, but 2 broke not 2.

### The Idea!

An Englishman on his first visit to the United States was traveling through the South. At a hotel one

evening he remarked to the clerk: "I never dreamed the South was so beautiful. The North just can't compare with the scenery down here. Why, this is God's country!"

"Of course it is," snapped the clerk, "you didn't think God was a Yankee, did you!"

### Kids Know It

A pollster recently made his own survey of our ailing public school system. His results:

"The trouble is the teachers are afraid of the principals, the principals are afraid of the superintendents, the superintendents are afraid of the school boards, the school boards are afraid of the parents, the parents are afraid of the kids, and the kids know it."

### Useful

Employer: "Do you know enough to be useful in the office?"

Applicant: "Yes, sir, I left the last place because the boss said I knew too much."

### Not Thorough Enough

Women distrust men too much in general, too little in particular.—Commerson.

### Could Be

Have you noticed that the modern girl's hair is cut so it looks like a mop? Maybe that's because she doesn't know what a mop looks like.

### Can't You Tell?

Lady: "Our dog is just like one of the family."

Visitor: "Which one?"

### Free Enterprise

Help wanted ad in Elmira, N. Y., Telegram: "Wage and salary administrator. Salary open. Profiteering plan, and other excellent fringe benefits."

### What is He Now?

A man who had climbed a flagpole and then began shouting at the top of his voice was arrested and charged with disturbing the peace. After hearing the charge, the magistrate peered over his glasses at the defendant.

"What have you got to say for yourself?" he demanded.

"Well, it's like this, your honor," replied the man sheepishly, "if I didn't do something crazy once in a while, I'd go nuts."

### Cause and Effect

Police Officer: "I say, Miss, did you see this terrible smashup?"

Ravishing Redhead: "No officer, I didn't. I was bending over at the time to pick up a bus token I had dropped."

### That's Different

"Mrs. Smith," the doctor told his young patient, "I have good news for you."

"It's Miss Smith," the patient said, "Not Mrs. Smith."

"Miss Smith," the doctor said. "I have bad news for you."

### Really Exciting

A small boy was bored on a long auto trip. Suddenly, he turned to his father and said:

"I wish you'd let Mom drive—it's more exciting."

### Very Undemanding

Some people are easily entertained. All you have to do is sit down and listen to them.

### Food for Thought

Even a mosquito doesn't get a slap on the back until he starts working.

—O—

You may be on the right track but you'll get run over if you just stand there.

# FIFTY YEARS AGO

*in Our Magazine*



(From the June 1912, issue of The Teamster)

## Strike for Lifeboats

A comment on the strike of the firemen who served in the engine room of the Olympic, sister ship of the ill-fated Titanic, was carried in the Teamster issue of June, 1912.

After the Titanic went down with the loss of over a thousand lives, the firemen refused to serve aboard the Olympic until the owners of the vessel supplied a sufficient number of lifeboats.

"The firemen have figured up that while a journey on the sea with all the comforts of life is a very pleasant thing for the owners of the ship, who in case of accident can jump in a boat and reach their destination, it is not altogether inviting to remain enclosed for days and nights in a stuffy, heated room some hundred feet beneath the water line. And the only hope in view in case of a disaster is to remain buried in the same room and descend some more hundred feet below, even if accompanied by the band playing, 'Nearer, My God to Thee,'" the article related.

As a consequence of the action of the firemen, the owners tried to replace them with non-union personnel. When this was attempted, all the deck hands left the ship in a body in sympathy with their fellow workers.

When the Olympic was left without a crew, 300 of the first-class passengers scheduled to sail with the Olympic went to the owners and volunteered their services so that the vessel could leave on time. But the owners graciously turned down this noble gesture on the part of the passengers.

"We regret that this offer was declined," the article said bitingly, "They (the first-class passengers) had well deserved to be enclosed for days and nights in a stuffy, heated room and have their luxurious apartments occupied by the firemen. And then, let the Olympic strike another iceberg."

## Corporate Image

Occasionally our large corporations and business establishments get out of touch altogether with basic tenants of morality. Witness the recent scandals in the electrical manufacturing industry when several large companies got together secretly to set prices that worked hardships on the little producer and the consumer.

Fifty years ago Senator Borah, in his fight to have an eight-hour day bill passed in Congress, commented on the role of the corporations of his day.

"Every right-thinking American citizen must take pride in the prosperity and the success of our business concerns, and their prosperity is indispensable to the success and the prosperity of the people generally. But when such enormous wealth is amassed, partly at least, through such a cruel and brutal system of industrial slavery, this government is bound in its own defense, for its citizenship is its life, to interpose between the strong and the weak and exert its influence, both moral and legal, to rescue its citizenship from such conditions. No man can meet the obligations and discharge the duties of citizenship in a free government who is broken in spirit and wrecked in body through such industrial peonage," Senator Borah, said.

When the eight-hour day legislation first went before Congress for hearings, businessmen and industrialists were horrified. Some declared our economy would come to a standstill, shrivel and die. But in spite of their anguished cries the bill was passed and productivity has risen ever since.

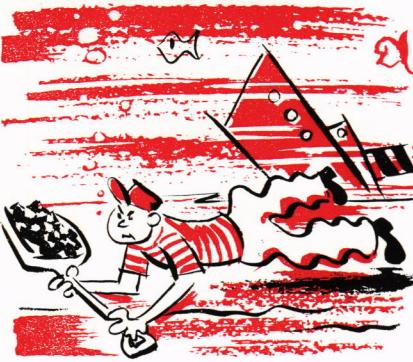
## Miscellany

In his monthly editorial column President Tobin commented on the necessity for more economic protection for work-

ers in their old age, in sickness, and in death. Now most local unions have welfare and pension programs that do all these things, thanks to the efforts of our late president who had the foresight to see the necessity for such protection.

• • •  
A comment was made by President Tobin on the large amounts of money many unions have placed in trust in our country's banks. But, unfortunately, he said, much of this money sometimes falls into the hands of some employers who borrow from the same banks that we have deposits in and use this money to fight us. Others borrow the money from the banks, much of it our money, and then loan it out at 15 to 20 percent interest.

• • •  
An ad on the last page of our magazine advertised for bicycle salesmen to demonstrate 1912 Mead bikes. This model sold for from \$10-\$27, depending on the extras wanted. It boasted standard coaster-brakes and puncture-proof tires. Used 1910 and 1911 models were going for from \$7 to \$12. If you were short of change, Mead would sell you a "good-as-new" second-hand bike for from \$3 to \$8. As an added fillip, the Mead ad said the company would give you a 10-day free trial and "furnish tires, coaster brakes, rear wheels, lamps, and sundry parts and repairs for all makes of bicycles at half usual prices." Evidently the Mead Company must have seen the handwriting on the wall as the automobile was just making its appearance on the horizon and would virtually sound the death knell for this industry, as we knew it 50 years ago.





Check the Registration Regulations  
in your locality **NOW...**  
make sure you are registered, so  
you can **VOTE NOVEMBER 6.**